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Ron Cotton 1931 - 2020

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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

NEXT MAGAZINE: Copy date for the May 2020 magazine will be Saturday 9th May and it is anticipated that this issue will be distributed w/b Monday 25th 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.

Cover Picture: *One of the greatest names of the campaign to save the Settle-Carlisle Line was that of Ron Cotton. Sadly Mr Cotton passed away in January 2020. Tributes by David Ward and Edward Album can be found on Pages 11 & 12 of this issue. Photo: Pete Shaw*

The Chairman's Report

FoSCL Chairman **Paul Brown** writes:

I'd like to start by paying tribute to the late Ron Cotton who has passed away aged 88.

Ron was the formidable, fundamental person that helped to prevent this line from closure. His well-timed re-opening of stations and major support of the line more than doubled the use of the line and was a valuable factor, with others, in the eventual reprieve. His passionate drive, energy and encouragement gave local residents and FoSCL campaigners a new lease of hope and life which formulated the continuation of this amazing route along with the reopening and renovating of local stations. The best fitting tribute I can make for this Officer and Gentleman is taken from the wording on the tomb of Christopher Wren in St Paul's Cathedral, London - "If you seek his memorial, look all around you"

You may have gathered that getting the ex 13.40 from Carlisle to become an all station stopper is still a frustrating headache. Northern are claiming that the problem is that this clashes with Network Rail's (6J37) Chirk bound Kronospan Colas Rail timber train, departure from Carlisle and running at a similar time. The actual issue is with the bottle neck single line working out of Carlisle to Petteril Bridge Junction then the pathing clashing with the increased Newcastle Tyne Valley incoming and outgoing services. The timber train has got under the feet of the ex 13.40 from Carlisle midweek passenger, certainly if it has been given the road first. The problem is compounded by the length of the freight train and speed restrictions on the line at Shale Cutting from the landslide and slow 5mph movement over the points at Blea Moor to put the train inside the passing loop to allow our ex 13.40 passenger to pass it. This has regularly caused a 15 to 25-minute delay to our passenger service.

However, I recently had the privilege of meeting a lady called Karen Hornby who is FoSCL's contact within Network Rail and our meeting allowed me to cover several topics which were of concern to the committee. It was excellent to be able to develop a good dialogue with Network Rail, with not only future timetable planning, but also stations and structures. Much of the fabric of our structures is now looking very tired and in need of renovation, (i.e. the footbridges at Settle, Kirkby and Appleby along with the barge boards of all station buildings along the route). I'm pleased to report that there is a program of works planned for this and hopefully we should see some movement on all these respective projects sometime in the near future. Let's hope we can achieve more on the timetabling issues for this May or at least December.

LET THERE BE LIGHT..... As most of you who travel the line will have noticed Settle Station has been part of a volunteer restoration programme. This included the replacement of exterior doors, new replica LMS style running-in boards, new station gates, fence and main fence posts that regulates the barrow crossing, new stations signs and the main project the Station Entrance, windows, window sills, shot blasted ironwork on the window frames and new front doors. That is until the workshop team ran in to a section of dry powder form of wood rot on the main lintel beam above the main entrance. The programme of work was then halted while repairs were carried out which meant the main entrance was subject to industrial acrow props and box section boarding was erected to segregate the works and public areas, this was back in mid-June 2019. The repairs dragged on and on until at last the cut and splice work on the 11½ inch square lintel beam was carried out in November over a period of 3 days, and to a very high standard. The boxed off section was removed and wood boards placed over the window frames to await the attention of Aire Valley Glass. Because of work commitments Aire Valley glass couldn't

slot us in to put new glass in the frames until after Christmas, adding a further drag to the project. Tuesday 21st January and "Hallelujah" Aire Valley Glass showed up to put the final touches to the jigsaw and a superb job they did! It was great to have the station frontage back, natural light shining back through again and the project complete. Our thanks go to the Settle Carlisle Development Co. for the principle funding of the project and well done to the FoSCL workshop team for a fantastic first-class job along with the Network Rail contractors for the excellent repair work on the beam.



Acrow props support the defective lintel beam at Settle station.



Glazier at work.

Photos: Paul Brown

Appleby signal box has had to close for 5 weeks for underpinning repair work carried out to prevent the box from falling over backwards due to the foundations becoming soft at the rear of the box. The repair works have cost an astonishing £700,000 but we are told this will sustain the box's life span up to the year 2045.

Mike Summers, a member and local resident from Appleby is providing a detailed report in this edition so I'll refer you to that report rather than duplicate.

The committee and our Legal Advisor have been putting in some serious overtime with various topics and detailed proposed projects relating to CRP (Community Rail Partnership) status, a café proposal for Settle Station, technical legal matters relating to both which as I indicated in the previous edition with "The Devil is in the detail" or rather "The facts of the detail will govern the next phase discussion and determine policy". This may seem a tongue twister or perhaps slightly cryptic but we are at a sensitive stage at present where the detail is fundamentally sensitive, so prudence governs me to refrain from publishing details but I have every intention to give a full report and update in the near future.

It'll soon be time for the flowers and shrubs to start the cycle of gracing us with their presence in our respective station gardens and tubs, so our station adopters and gardening team are poised to "Spring" in to action. Already the snowdrops and daffodils are starting to show because of the mild conditions. It is the time of year I look forward to, watching everything come to life and bloom.



The entrance to Settle station looking resplendent once more.

Photo: Paul Brown

The annual dinner was very well attended, held at The Golden Lion in Settle at the end of November last year. Full credit to Committee member Martin Pearson and his wife Rachel for organising. The food was absolutely delicious. Yours truly was guest speaker and I was pleased that there wasn't one yawn from the members present to my speech. Then was the annual Friends Christmas open day held at Settle Station on the 7th December during the day. The local Settle Singers kept up the pace and seasonal spirit by performing carols on the station platform. FoSCL volunteers along with Dev Co. staff hosted

indoor stalls in the main waiting room. Mince Pies, soft drinks and sherry were available. For the first time, I hosted "Chairman's homemade Corned Beef Hash" & "Chairman's homemade Nettle Wine", 4 bottles of! Vegetables used in the hash were grown on my allotment. This went down well and gained full marks. Everyone survived, so as this was a great success. I'll endeavour to duplicate it in 2020.

As an annual treat, FoSCL hosts and provides an afternoon lunch for its volunteer team. This year the event was held at Settle Victoria Hall on January 25th, 2020, with the meal provided by the excellent Feizor café and catering firm. The volunteers' lunch was organised by non-other than Committee member Ruth Evans who did another fantastic job. You can always count on Ruth to do a thorough job. There was a fun quiz organised by local Settle Shop volunteer, Howard Butterworth and a talk from Northern's Richard Issacs, followed by a questions and answers session. To finish off, longstanding member and Signal box volunteer Bob Swallow gave a talk about the late and very much missed former Settle Junction Signalman Derek Soames and the life and times of Nancy Edmondson, one of 3 daughters of track gang sub-ganger John Dawson from Blea Moor. The event is a wonderful opportunity to bring together and update the volunteer workforce as well as saying a massive 'thank you'.

We say a fond farewell to SCRDC General Manager Drew Haley who is leaving to enjoy his well-earned retirement. There will be more on Drew's long and illustrious railway career in the next magazine, where we will also welcome his replacement.

As a 'stop press' we expect an announcement on Northern's franchise later today but our magazine editor needs my article now! We expect the current holder Arriva to lose the franchise due to the poor performance. This leaves us in limbo once again. One thing we expect from this new government is a lot more investment into rail in the north. We'll be waiting and watching here on the S&C and making our views heard.

As well as our own walks program the next big walking event is the annual Ride to Stride held 28th April to 4th May consecutive, so keep look out for the leaflets or tune in to the internet for details.

Many thanks again to all our volunteers for all the jobs and activities you undertake, everything you provide is much appreciated.

Best wishes to all for Spring

Paul Brown

Editorial

So now we know! Arriva have lost the Northern franchise and an Operator of Last Resort, led by Robin Gisby, takes over from March 1st. Mr. Gisby is a very well-known railway manager and FoSCL offers him and his team its best wishes for success in the huge challenges which they face. None of us should believe the inaccurate, sometimes downright dishonest and irresponsible information which has emerged from certain politicians and sections of the media. Things will not change overnight and hard decisions will no doubt have to be taken. The infrastructure to accommodate current services around Manchester and Leeds is just not good enough and it cannot be brought up to scratch without huge expenditure in both time and money. And in the meantime.....?

And speaking of information I know that some concerns are being expressed about the CIS screens being gradually installed along the S&C. Well, of late I have had occasion to use Dent station for my own, none-FoSCL purposes. I have been dropped off by car at

the station at 16.45 in December, and the same time in January, to await the train due at Dent at 17.35. At this time of the year it's like the middle of the night there; the first time it was raining heavily and on the second very misty. I put myself in the position of somebody who is not a regular S&C traveller; if those screens had been working I would have had the re-assurance that I was not stranded in the middle of nowhere and my train was on its way – even if it was late. Mind you, on the first occasion I settled down with my newspaper in the waiting room expecting to be there 40 minutes but then heard a rumbling sound which was clearly a freight train; so I went out to watch and, to my surprise, the log train struggled past going south extremely late. I speculated whether the preceding train, due at 16.04, was stuck behind it and, sure enough, this train then appeared – 65 minutes late. We passed the log train in the loop at Blea Moor (it later failed completely at Hellifield). This was actually very nice for me as I got away 20 minutes earlier than I expected; but it was not so good for the wet, cold and bedraggled people who joined the train at Ribbleshead and Horton-in-Ribblesdale; I bet that they would have appreciated those screens in action to let them know that, yes, your train is late but it's coming!

This issue has had a gratifyingly large postbag for a change – thank you to all for entering the debate; we need to remember that we all love the heritage of the line and all like to see steam trains on it (watch this space for a major steam project by the way) but the be-all and end-all is the travelling public at large who simply want to get from A to B, possibly calling at C on the way, as swiftly, cheaply and efficiently as possible.

Lastly, just a reminder of the FoSCL AGM to be held on May 16th; it's always good to see as many of you as possible at these events. And could you please note that the formal business will start at 11.30 (not as in the November 2019 magazine).

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

AGM 2020

**The 2020 Annual General Meeting of FoSCL
will be held on Saturday May 16th at the
Crown and Mitre Hotel,
English Street,
Carlisle CA3 8HZ**

**(Any members travelling by car should use
CA3 8HB for their satnavs to find the car park)**

Tea and coffee will be available from 11.00

The formal business will commence at 11.30 hrs.

(Please note the earlier starting time from that notified in the November 2019 Magazine - all members should have found an AGM document included with this Issue of the S&C Journal. If you have not received it please inform the Editor and also remember to bring it to the meeting as you will need it to vote).

There will be a break for lunch after which, at 14.15 hrs, the speaker will be Stewart Palmer - Operations Manager at Carlisle from 1982 to 1984.

Paul A. Kampen, Hon. Secretary - February 24th 2020

FoSCL Notes

Deceased Members

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

Mr Ron Cotton - FoSCL Vice-president.

Mr D. Gommon

Mr Glynn Hague - FoSCL Vice Chairman
1985-2004

Mr Michael George Johnson

Sales Department Sales and Trading Report

The last quarter of 2019 was a particularly busy one for the shops department. The primary turnover was created by the mail orders coming in through the post and via our web shop for Christmas presents. It was pleasing to see so many orders coming in and I am reliably informed by our webmaster, that non members were also finding our Christmas Gift guide online. I would like to thank all those volunteers who helped pack and post the items in an efficient manner which was much appreciated by the customers.

There will likely be a number of changes in the shop at Settle in 2020 and I hope to be able to report on this next time. In the mean time, we will be increasing the ranges we stock at Settle and Appleby building on the success of the bespoke items we purchased during the summer of 2019. Don't forget to pop in next time you are at either station!

Roger Hardingham - FoSCL Trading Manager

FoSCL Webshop

Our webshop can be found at: www.foscl.org.uk/shop and it is open throughout the year for the sale of goods, plus membership and Dalecard payments. Orders are normally processed within five days of receipt according to the availability of volunteers.

Orders by post for goods (not memberships and Dalecards - see

opposite page for how to order these by post) may still be made to:

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

We monitor this PO Box every 10 days or so and fulfil orders ASAP afterwards, again depending on the availability of volunteers.

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

Paul A. Kampen - FoSCL Secretary

Appeal for volunteers for Sales Stands

One of our potential projects for 2020 is to arrange a stand to take around various events in the north of England. We would like to take the message of the Friends' objectives to a far wider audience which will, hopefully, increase our membership and create extra sales income from visiting Galas, open days etc. Would you like to help join a small team to create a mobile sales stand? If so your help would be much appreciated and will assist to increase our message about the importance of the Settle-Carlisle Railway.

Roger Hardingham - FoSCL Trading Manager

Station Shop Opening Times

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

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

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

Paul A. Kampen - FoSCL Secretary

Membership and FoSCL Dales Railcard

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

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

You can pay for your membership online at:

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

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



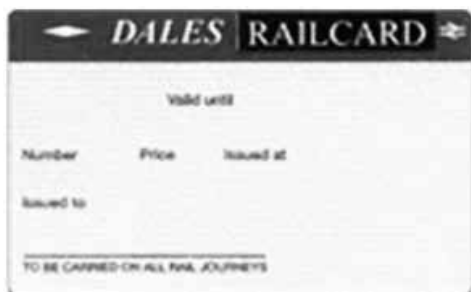
You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

Please quote your membership no as the reference.

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

FoSCL Dales Railcards should be purchased online at:

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



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

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

The current cost is £12.50 per person.

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

Please allow 7-10 days for delivery.

Keep up-to-date with events and offers by

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

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

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

FoSCL has accordingly reflected these changes in its Privacy Policy.

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

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

Proposed Amendments to the FoSCL Constitution

A Special General Meeting is convened by the Committee by this notice, to be held as Special Business at the Annual General Meeting, 16th May 2020. The purpose is to put forward proposals to amend the Constitution of this Association. The proposals are based on recommendations by a Sub-Committee chaired by Martin Pearson, for a limited number of amendments. The changes are considered relatively minor or for clarification purposes and are explained below. The Committee hope these changes will seem logical and will be supported by the members.

A complete copy of the amended constitution, with the changes or added paragraphs marked and shown in red, is included with this mailing.

A separate resolution will be proposed for each paragraph change or addition, so that each change can be decided upon individually. As these are changes to the Constitution, they need to be approved, if agreed, by not less than 75 per cent. of members voting at the AGM. The items are as follows:

Paragraph 4 (Diversity): Insertion of a new paragraph, as shown in the reprinted constitution, with the remaining paragraphs renumbered.

Comment: A provision relating to Diversity is now necessary to comply with DfT Guidelines for Community Rail representatives.

Paragraph 5 (iv) (Membership). Replace the present wording with the following: “Junior/Student membership - open to persons up to the age of 21. There is no subscription payable but the membership is without voting rights and the journal being delivered only in electronic form”.

Comment: The new provision refers to junior and student memberships and increases the age up to 21. The new provision does not affect existing junior membership.

Paragraph 7 (Re-named Applications for Membership and Termination of

Membership): Addition of a new sub-paragraph (b) relating to termination:

(b) The Committee may terminate the membership of any member after due notice if they consider that any of the above circumstances apply, or if they believe that the member is using their membership for ulterior motives.

Comment: There are already provisions with requirements for membership. Parallel provisions are considered desirable for termination of membership.

Paragraph 9 (b). (Business of Annual General Meeting): Substitution of the words “two months before the AGM” for the previous words “by the preceding 7th January”.

Comment: The old words were very inconvenient in forcing applications for Officer or Committee appointments to be in by 7th January. It is thought that two months before the AGM is reasonable. This gives ample time for advance circulation.

Paragraph 9 (c): Add new paragraph as below.

(c) In the event that the number of candidates for a vacancy either as regards an officer appointment or membership of the Committee equates with the number of vacancies the position shall be announced but a vote shall not be required.

Comment: The new paragraph clarifies the position where there are the same number of candidates as there are vacancies.

Paragraph 13 (e): The quorum required for meetings is reduced as from 40 to 30.

Comment: This is to guard against the possibility of a small attendance.

Paragraph 14 (Accounts and Audit): Addition of a second sentence reading: “ The Treasurer shall be an individual with professional or other appropriate qualifications or experience”.

Comment: This provision has been understood in the past but is considered worth including.

Paragraph 15 (Committee and Officers):

Addition of new sub-paragraphs (b) and (c), with remaining sub-paragraphs re-lettered. Wording is:

“(b) The post of the Secretary and the Treasurer should not be combined.”

“(c) Those standing for an Officer appointment should have been a FoSCL member for not less than three years with the option for the Committee to waive this clause”.

Comment: The new provision (b) has been understood before but is worth including. (c) Sub paragraph c is new. An established member for the committee is desirable but not always possible.

Stewart Palmer – Our AGM Speaker introduces himself



I joined British Railways (as it was then) in 1972 as a graduate entrant to their management training scheme. I spent almost 38 years in the industry working all over England, mostly in operations. I nearly got to both Scotland and Wales, working at Carlisle and Gloucester in the 1980s.

I was Operations Manager at Carlisle from 1982 to 1984 and was therefore in post at the time of the proposed closure of the Settle and Carlisle, or “The Midland” as local railway people called it.

In the privatised railway I worked for Railtrack, Connex and South West Trains, retiring as Managing Director of SWT in 2009. Since then I have been involved as an adviser to DfT and Network Rail and have served a spell as a Director of Railfuture, the independent rail lobby group.

A Year in the Life of Settle Station Preserved Signalbox

Two thousand and nineteen has been a difficult time in the maintenance of the signal box.

Our long time maintenance expert Malcolm Sissons, a retired senior signal technician, passed away during April after a mercifully short illness. Malcolm has been responsible for installing the interlocking and electrics to a standard to replicate that which goes on in the nine semaphore boxes working the Leeds Settle Carlisle line between Hellifield and Howe and Co’s siding just south of Carlisle.

Whilst over the years several of the volunteers have picked up some knowledge we have been faced with some difficult problems which have arisen. None more so than that with one of the rotary block instruments. Fortunately our FoSCL Chairman Paul Brown came to the rescue with an ex colleague from the Keighley and Worth Valley signalling team. We are very grateful for their help at a difficult time.

John Tiernan borrowed a cherry picker from Hopleys close by (they do a deal of work on the railway for FoSCL) to tackle the leaking stove chimney. Not quite there yet but a definite improvement.

Then lever eighteen started to play up. This is the up section signal which has a white band around it to denote its use. Fortunately at about this time we were joined by David Hill an ex teacher and IT guru. He also has a model railway at home and knows something about miniature signalling. To date we have a temporary repair, the prime cause being simply down to wear and tear.

The two pulleys guiding the chains working the up home and distant signals have been causing a problem for some time. The sleeper to which they were fixed was way past its sell by date. We made a decision to replace this with a concrete plinth. John Tiernan from Newport who visits us once a month with his wife Jill is an architect and produced a drawing for Hopleys our local contractor to install this. I remember calling one Friday afternoon to find Robin Corbett already drilling into the concrete to take the bolts holding

down the pulleys. My help was limited to providing tea and bad language. I like to think at least one of these helped though in truth it was down to Robin's skills as an engineer. Both signals pulled off correctly first time.

Jim Pope our senior member age wise is an accomplished artist. This skill has been transposed to commercial use in repainting some of the old Midland signs.

The box needed outside repainting so our other David, David Hope undertook this and a fine job he has made of it. There invariably appears to be a downside to an up. During the course of repainting a beam beneath the entry door and steps proved to be in need of either partial repair or full replacement. Ged Pinder master joiner has his thinking hat on over this. It may involve closing the box for a short time during the spring.

The water crane at the south end of the box is now in need of repainting. David Hill has undertaken to take this on as and when the weather improves. By then we hope to have some younger people – in their sixties – to take over from Jim Pope, Robin Corbett and myself, not that we want to give up, just have a Saturday off now and again.

We should struggle to keep going but for the sustenance provided by Janet Benzie and Jill Tiernan. Bless you both.

Our visitor book is a joy to read, folk from around the world, Australia possibly heading the list.

If you have not already paid us a visit think about it when you are in the area. Open most Saturdays 10 til 4. Admission is free though it is a standing joke that it costs a fiver to get out! That apart if you work the box successfully you may purchase a certificate of competence for a minimum £1. Many folk then appear tickled pink when we advise them that they have now been certified!

Bob Swallow

FoSCL Christmas Lunch - 2019

The annual FoSCL Christmas Lunch took place at the Lion Settle on Saturday 30th November. Once again thanks are due to Martin and Rachel Pearson for organising this.

Master of Ceremonies was Mark Rand who during the course of the event announced that Network Rail have a possession booked come October 2020 with a view to make a start on reinstating the connection to Horton Quarry. To give members some idea of its size, at its height the standard gauge railway serving the quarry complex extended to just on four miles.

Chairman Paul Brown gave a résumé of the events which had taken place during the past twelve months followed by a short presentation given by Richard Handscombe from Yorkshire Air Ambulance prior to the drawing of a raffle organised by Rachel Pearson and Jill Tiernan. Including passing a tin around the public this raised £302.35.

Mark alluded to the Thwaites shire horses and dray (*see photo to the left*) which made several protracted stops directly outside the Lion windows giving the impression that this was something he had arranged for the lunch. In fact it was to publicise the Settle Town Christmas light switch on. Never mind, it was a nice idea Mark.

Bob Swallow



News Notes

Ron Cotton 1931 - 2020

Ron Cotton passed away on 18 January 2020 at the age of 88. He will be remembered as the BR Project Manager for the S&C train services 1978 to 1985 with the remit to manage their withdrawal and close the line. This work he did with due diligence but the long drawn out procedure to progress the statutory requirements for closure gave him the opportunity to market and promote the line which he did with great marketing flair which ultimately in 1989 was one of the major influences in the Government's decision to withdraw the closure proposal and continue to promote the line's scenic and engineering attributes.

Ron was a highly experienced professional railwayman and had served in both operating and commercial positions. Before being seconded to be S&C Project Manager he had been Divisional Passenger Manager Liverpool where he proved to be one of BR's most entrepreneurial commercial officers. He can be credited with the invention of the names "Awayday" and "Merseyrail" which are now in common use.

When he took over on the S&C the train service had been run down to two trains in each direction. By the time Ron retired seven years later the service had increased

to five trains in each direction which were formed of five or more locomotive hauled carriages. The eight local stations which had been opened in daylight only for the DalesRail train had been brought up to standard and they then had a daily service. Passenger numbers had increased five fold and together with the trial repair of one arch on the Ribbleshead Viaduct which proved costs of a full repair would be much lower than originally estimated these facts resulted in the serious risk of a Judicial Review being demanded as the financial figures for keeping the line open were now much more favourable than when closure had been proposed. This resulted in 1989 in the line's reprieve. Ron's work as Project Manager was therefore the major influence in the Government's change of mind.

Ron was one of BR's most entrepreneurial commercial managers. He was always brimming with ideas and could be guaranteed to liven up a dull meeting or presentation. He was tall and always immaculately turned out so he projected a commanding presence. His passing illustrates and emphasizes the need for such flair in stimulating the present S&C scene which is now so sadly neglected that the train service is inferior to when Ron retired and passenger numbers are at best static despite doubling on the rest of the

network. Ron was one of the great railway characters of the 20th Century – we can only hope his like will be found soon to again revitalise the S&C.

David Ward

Ron Cotton at Carlisle on the occasion of the 25th anniversary of the reprieve of the S&C.

Photo: Nigel Mussett



The Passing of Ron Cotton Senior Railway Manager during the Settle-Carlisle Line Closure Campaign

Ron Cotton, who died recently, played a major part in keeping the S&C Line operating during the closure campaign.

Members and former members of the FoSCL Committee worked closely with the rail authorities during the period concerned which ran from 1982 to April 1989 when it was announced that the S&C Line would be reprieved. Persons active on the Committee during that period included Brian Sutcliffe (Chairman), Pete Shaw, Philippa Simpson, Paul Kampen and myself.

From those early days, it was the policy of the Friends to act, as their name implied, in co-operation, as far as possible, with the rail authorities at all levels, particularly with Ron Cotton, the line manager. Good relations were established even with the Department for Transport and major support was obtained from the Local Authorities and other campaigning groups. FoSCL can be considered one of the key leaders in the campaign, together with Cumbria County Council, headed in those days by Bill Cameron.

Ron Cotton was appointed to manage the Line during the closure process. He had worked very successfully developing services in the Liverpool area. On the S&C, he allowed a continuation of the Dales Rail services, operating at weekends from five stations on the Line. Ron then went further and re-opened those stations and others on the Line, to regular services along the S&C between Leeds and Carlisle. The restoration of these services coupled with the massive publicity surrounding the attempts to close the Line led to a great increase in passenger usage. During this period the usage at least trebled which was extremely beneficial for our arguments to keep the Line in operation permanently.

Ron Cotton was at the heart of the continuing services and used his commercial skills to increase passenger numbers with attractive and special fares. He does not appear to have actually

crossed swords with his superiors at British Rail but he was obviously like one of the detectives in many TV serials who do not always agree with their superiors but finish by solving the case. Ron Cotton did this but always, it seemed to us, acting professionally, properly and skilfully.

Ron Cotton deserves a particular accolade from us and will always be a key individual to whom we are specially indebted.

Edward Album

Glynn Hague

It is with sadness that we record the death of Glynn Hague, aged 85.

Originally from Rotherham in South Yorkshire, we remember Glynn as being from Blackpool.

Glynn first became involved with FoSCL many years ago, and was elected to serve on the Committee at the AGM in May 1990. He became Assistant Sales Manager in 1991, and was responsible for using a platform luggage barrow as a temporary stall on the platform at Settle, ably helped by wife Margaret. When the opportunity to expand into a full time shop came along, they moved into the room off the station foyer - which is still in use today. Glynn and Margaret staffed the shop on most Saturdays, and did many other jobs round the station too.

He introduced various signs to help passengers, and could often be found painting, to spruce up the station.

Glynn was appointed to be Vice Chairman in 1994, and represented FoSCL at numerous meetings about all aspects of FoSCL work for the S&C. He also went to staff exhibitions, attended promotional events, and gave slide shows to other organisations to encourage them to travel on the line. He was actively involved in the project to preserve and relocate the Settle Station signal box. It was formerly inaccessible to the public, but in its current location by the station, can be visited by those interested in seeing how a manual signal box works. He helped to develop our On Train Guide scheme; pushed for Heritage Lighting to be installed at all stations; and began the now annual

Christmas Open Day at Settle station. Glynn served on the Committee until 2004, having made a fulsome contribution to support FoSCL and the S&C.

Glynn and Margaret were both on the special 25th Anniversary “Line Saved from Closure” train, which followed the route of the Lancashire Dales Rail service, on Sunday 13th April 2014.

Glynn’s funeral was held at Lytham Crematorium and attended by FoSCL members John Bearpark, Robin Corbett, Jack Orrell and Bob Swallow.

We send condolences to his widow Margaret.

Pete Shaw

Peter Holdsworth

One of the most supportive S&C people I have had the pleasure of knowing for the past 25 years, Peter Holdsworth, recently passed away in his late 80’s. Peter’s artwork was probably more recognised than he was. To me at the Development Company Peter was crucial in everything we produced. His delicate, detailed works of arts depicted all aspects of the railway. From our early days in the 1990’s Peter rescued our line guide leaflet and raised it from ordinary to beautiful. He was instrumental in compiling the official booklet in 1997. His artwork graces every page. This booklet has remained largely the same and is still in print. During the past 20 or so years it has sold thousands of copies, with all profits going towards projects on the line. He put together cards, bookmarks and posters, all of which contributed to raising the awareness of this spectacular line and the towns and villages along the route.

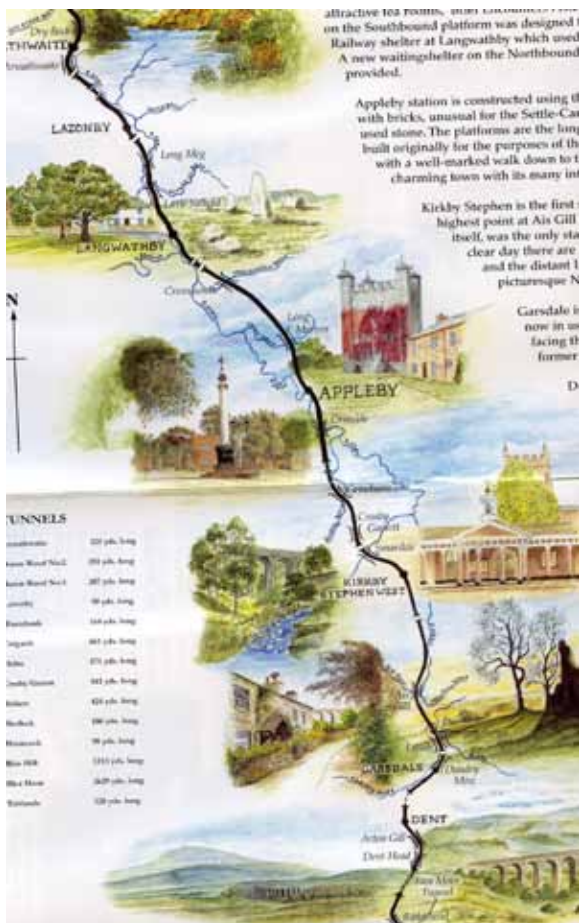
Later he drew detailed architectural drawings for our Design Guide. Whatever we undertook we knew we could rely on Peter to help us. Always enthusiastic, always professional and most definitely always fun.

Peter and his wife Betty head up a family of talent and Peter’s values of hard work and dedication have certainly influenced them in all in becoming so successful.

Although my days at the DevCo finished some years ago I was ever thankful that Peter and his family remained my friends. His love of life and his keen interest in everything never diminished with age and it was always a delight and a privilege to spend time with him.

Marion Armstrong (Retired GM) Settle-Carlisle Railway Development Company

Below: Peter Holdsworth’s artwork for the official S&C booklet.



Appleby signal box



Appleby signal box, officially known as 'Appleby North' has been undergoing major structural and refurbishment work intended to extend the life of the asset into the mid 2050s. To facilitate this work the box was switched out on the morning of Monday 18th November. All of the semaphore signals under the control of Appleby box were fitted with white crosses to indicate to drivers that they were not in use. The intermediate block colour light signals (IBS) were covered up. With Appleby box switched out a long section was created stretching from Kirkby Thore signal box in the north to Kirkby Stephen signal box in the south, a distance slightly in excess of 15 miles.

The work on Appleby box became necessary due to ground movement which resulted in the structure which dates from

the summer of 1951 developing a lean to one side. The scope of the work also included drainage repairs and improved facilities for the signallers.

As part of the stabilization work it was necessary to pile down around 16 meters (around 52ft) to reach a solid base. As work progressed the signal box became encased in a substantial steel frame, this remained in place for some weeks and was eventually removed on 9th January. It was initially planned to have the box back in use before Christmas but this turned out to be optimistic and the work continued into January. With the main stabilization work completed the signals were freed of their covers and crosses and the box was switched back in during Sunday night and Monday morning 12th and 13th January. The box is now shrouded in scaffold to allow exterior work to continue, possibly into March.

The long section between Kirkby Thore and Kirkby Stephen created a couple of issues, one of which was the prohibition on using the barrow crossing at Appleby station. The most frequent users of this crossing are the staff of the Development Company (Dev.Co.) who provide refreshments on the trains and move their trolleys under supervision between platforms. Although less than ideal this problem was overcome by using the underpass on station road, or occasionally sending a trolley for a train ride to Carlisle and back.



With regard to rail traffic a problem which occasionally developed was with the 6J37 Carlisle to Chirk log train. This freight is timed to pass through Carlisle at 13.06, however if it was allowed to leave a few minutes late, or it ran slowly due to poor adhesion, bearing in mind this was still the leaf fall season, it had an immediate impact on the following 1E65 the 13.40 departure from



Carlisle to Leeds passenger service. The passenger train could not enter the section beyond Kirkby Thore until the freight train had passed through Kirkby Stephen 15 miles to the south, this would inevitably lead to late running.

When all of this work is completed Appleby North signal box looks set for another 35 years of faithful service during which it will hopefully achieve its 100th anniversary.

Text & Photos: Mike Summers



Cumbria Easter Rally 2020

For the past twenty one years the Easter Rally featuring vintage buses and other vehicles has been an eagerly anticipated event in Kirkby Stephen and Brough in the Upper Eden Valley.

The Hamer family organised the first nineteen years of the rally, a huge

undertaking, and when they decided to step down Encounter Eden took over for the last two years. However they too have stepped back and the future of the Rally was in doubt until Paul Richardson, a Kirkby Stephen town councillor, stepped forward and has taken on the organisation of the event.

There will be changes from previous years, it is envisaged that for 2020 cars will also be a focal point of the rally as well as vintage buses.

It is hoped that the towns of Kirkby Stephen and Brough will embrace the event with themed window displays and people in period costume.

As 'the Journal' went to press final details are still being worked on but members may keep up to date by checking the FoSCL Website: www.foscl.org.uk

Douglas Hodgins

Ride2Stride 28 April to 4 May 2020

As always the walking festival is made up of many events along the length of the Settle Carlisle Railway, Walks will be led from various stations by experienced walk leaders. However, new for this year is our exciting themed walk entitled "The Six Peaks Trail", 48 miles long, following the route of the S & C from Settle to Kirkby Stephen. The route takes in the six peaks of Pen-y-Ghent, Ingleborough, Wharfedale, Great Knottberry, Swarth Fell and Wild Boar Fell with a total ascent of over 3000 metres. Walkers can choose to walk any of the sections or walk the whole route on four consecutive days.

On the Launch Day one of the short walks (6 miles) will include a visit to the Giggleswick School Chapel where the School Archivist will conduct a tour and a short talk. This will be followed by a walk to Stainforth Force waterfall and back to Settle.

As in previous years there will be an interesting talk, by Bill Fraser (Professional Geologist) on the evening of 29 April

2020, commencing at 1930 in the Friends Meeting House in Settle, entitled Dent Marble Industry, highlighting where the stone was quarried for use in the many structures and products in the Dales.

On the evening of 30 April 2020 again at the Friends Meeting House, commencing at 1930 we have a fascinating talk entitled 85 years of saving lives above and below ground, presented by a member of the Cave Rescue Organisation based in Clapham.

The Folly at Settle will be hosting a talk by Sarah Lister entitled Settle's House of Mystery, the history of the Folly on Friday 1 May 2020, commencing at 1430.

As ever music will be provided at the various Inns along the route of the S & C to coincide with the finish of the walks on the various days.

Further information can be obtained from the website at www.ride2stride.co.uk

Below: 61306 + 35018 at Scotby on 2nd February working the Winter Cumbrian Mountain Express.

Photo: Donald Cameron



Guided Walks Update Feb 2020

We are now well and truly into the winter season which commenced in November and walkers are making good use of the winter Dalescard offer. We are seeing an encouraging increase in the walks numbers and it never fails to impress how many folks are prepared to turn out in the wind and rain!

There have of course been days where we have regrettably taken the decision to cancel walks such as the recent incident of Storm Ciara when 80mph winds and rain lashed the countryside. Indeed, the weather was so bad that many of the rail services were cancelled on the day in question. Any news of walks cancellations or alterations will be posted on-line right up until the evening before so please check!

Recent walks have included Wild Boar Fell and Lady Anne Highway both from Kirkby Stephen Station and ending at Garsdale which are equally fine

expeditions. Don't worry if you've missed as they often come around again. On these occasions use is made of the welcome hospitality at the Moorcock Inn and often taking the Little White Bus up to the station.

Over the Christmas period we held the now traditional Christmas Pud Walk where a full complement of walkers turned out for a short circuit from Garsdale Station taking in the isolated and historic valley of Grisedale and a visit to the Quaker burial ground at Scales. This is a truly atmospheric location.

With the majority of walks tending to be at the southern end of the line it is a rare treat to get to Appleby. However the February Snowdrop Walk to Dufton did not disappoint. Dufton Ghyll is a revelation in an otherwise pastoral landscape.

Forthcoming guided walks include a strenuous high level excursion to High Cup Nick from Appleby in April where it is rumoured that walkers can occasionally be rewarded with outstanding views across

the North Pennines if the weather and cloud permits!

Most of the walks use the 09.19 Saturday or 08.59 Sunday departure from Leeds and occasionally the Morecambe line trains. Occasionally a longer walk demands using an earlier service. The walks are graded 'Easy' to 'Strenuous' however it is always wise to stay within individual abilities or consult if unsure. We do stress that we are not a walking club and are genuinely open to all. You will find our leaders eager to help. For further information, advice or last minute changes please consult the FoSCL website or contact:

GuidedWalks@settle-carlisle.com

John Carey

Left Above: FoSCL Walkers on Lady Anne's Highway - 30th November 2019.

Left Below: And awaiting the train at Kirkby Stephen station after another successful FoSCL walk.

Photos: John Carey



Appleby Shelter Progress



Above, above right and below: Ged Pinder and the Unit 8a team have been busy at Appleby constructing a Midland-style bench for the new waiting shelter.



Services on the S&C were seriously affected by Storm Ciara on February 9th; trains initially ran between Carlisle and Hellifield (the line to the south being closed by flooding at Hellifield and Cononley) before the S&C also closed completely.



Here we see work in progress.



Many members will enjoy walking down from the station to the centre of Appleby; this is the scene which will have greeted them on February 9th when the River Eden once more burst its banks. Photos: Mike Summers



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CARLSILE RAILWAY IN CROSBY GARRETT**

**RSVP Stuart Saunders
Email saundersstuart@hotmail.com**

Centre Pages: 70812 on the Mountsorrel to Carlisle ballast train near Blea Moor. 10/4/2019.

Photo: Pete Shaw



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The Station Improvement Group

The Settle-Carlisle Station Improvement Group (SIG for short) came into being in October 2017 when the first meeting was set up. The formation of the Group had its origins in the Leeds-Settle-Carlisle Line Strategy, drawn up by the S&C “family”. The original purpose of SIG was to identify projects which are not covered by Northern’s Station Improvement Fund programme and create a case for further improvements, especially improved passenger facilities, accessibility and customer information.

Most of us in FoSCL were aware of its existence but didn’t know any details, so we recently had a very useful and positive meeting with Don Jary, Chairman of the SIG and Director of the Settle-Carlisle Railway Development Company (DevCo for short), to find out more.

SIG has been a collaborative body from the start. Other members of the Group are

- DevCo General Manager,
- FoSCL Chairman
- Northern Rail Stakeholder Manager
- Chairman of S&C Railway Properties Ltd (the operational arm of the S&C Railway Trust)
- Network Rail senior management
- Northern’s local station manager and representatives of the current station improvement project (SIF) also attend.

So this covers all S&C and railway industry organisations that are responsible for the upkeep and improvement of our stations. Whilst SIG has looked at new initiatives it has also aimed to support and practically assist with those projects being developed and implemented by both Northern and Network Rail along the route. SIG has proved an effective vehicle for getting some acceleration of the delivery of existing planned projects and outstanding maintenance works, as well as initiating some new projects and getting additional funds to deliver them.

It already has a number of achievements to its credit, such as:

- Repainting of Langwathby up platform waiting shelter (see photo) – this shelter belongs to FoSCL, volunteers have in the

past repainted it but it’s a large task and we welcomed this initiative.

- Rotting bargeboards replaced at Kirkby Stephen and Horton-in-Ribblesdale waiting rooms
- New gates at Armthwaite to replace the old ones which were rotting badly
- Repair of the heritage station clock at Appleby
- Replacement of wind-damaged heritage light lanterns at Ribbleshead
- The Kirkby Stephen down platform pedestrian approach slope: there is now a good tarmac path funded by Northern Rail with the agreement of Network Rail, a new layby area on the road at the foot of the path created by Cumbria County Council and a new gate to the platform funded by FoSCL. The best possible example of joint working!
- Ensuring that all the stations between Armthwaite and Settle have customer information screens installed under the current Northern improvement plan for the route (some were originally excluded).
- Installation of a heater in the up-side waiting room at Lazonby
- Improvements to the approach road at Ribbleshead.
- S&C promotional publicity and associated “infrastructure” at Leeds and Carlisle stations.

There is an official comprehensive list of these plus a few more, but it would take far too much space to list them all here!

Some of these are quite minor projects, others very significant, but they need doing to keep our railway structures and surroundings in good shape. The coordination between the ToC, Network Rail, the S&C family and also local government means that much-needed maintenance and improvements can be flagged up and prioritised. Since 2017 SIG has proved an effective vehicle for raising the S&C’s requirements up the agenda, and as one of its members famously said: “Shy bairns get nowt!”. Inevitably some projects take longer to get done than others and there can be frustrations, but all members of SIG do work well and positively together.

Special mention should be made of the renewal of the cast iron screens and windows at Settle station. This has been funded by Network Rail through Northern, but is a SIG initiative with its roots in a proposal from a FoSCL member. Also at Settle has been the replacement of no fewer than 11 exterior doors, all made in FoSCL's woodworking shop next door to the station by skilled FoSCL volunteers – a project started by FoSCL but supported by SIG. The potential to use FoSCL skills and resources is an integral part of the way SIG works.

SIG also has a consultation rôle: the recent installation of Customer Information Screens by Northern Rail at stations on the S&C was going to miss out Lazonby and Langwathby. The SIG highlighted the need and these stations along with all the rest will now have them.

There are a number of jobs in the pipeline:

- Most urgent is the Dent up waiting shelter, where even from the train you can see that the bargeboards are rotting and badly need replacing. Network Rail have agreed to fund and deliver this work, which is now scheduled to be done in the second quarter of 2020.

- Also at Dent, there will be repairs to the heavily pot holed approach road.

- Questions are often asked about Garsdale signal box, which is a listed building owned and operated by Network Rail. Its need for refurbishment is very apparent from the train and, thanks to discussions through SIG, Network Rail has brought it up the agenda. The design work will be carried out this year, with the work hopefully undertaken in 2021-22. It is in fact a major job since there is rot to be dealt with.

There are several other potential initiatives in the pipeline, but it's perhaps premature to mention them at this stage: there will certainly be further reports on this group's achievements in future editions of the Journal.

A final word: the SIG is not to be confused with the SIF, the Station Improvement Fund. The latter is a Northern Rail programme mandated in the franchise agreement with the Department

for Transport, which has funded the installation of all the Customer Information Screens and various other things. At the time of writing it is only partially complete and we have no knowledge of whether under the new operator announced only yesterday it will continue. We would hope to provide an update in the next edition of the Journal.

Richard Morris

Upper Wensleydale Railway News, January 2020

Following last year's announcement of Upper Wensleydale Railway's (UWR) investigation into the possibility of reopening the branch line from Garsdale to Hawes and perhaps beyond, the UWR team is happy to update on its progress. The team has divided the scope of this wide-ranging investigation into a series of steps or "gates" each of which comprise key criteria that must be satisfactorily addressed before the formal decision to take the next step.

The first step, already started, will be to test or to challenge the fundamentals of the project to reinstate the railway, for which numerous very welcome expressions of support have already been received. Some of the issues that this step must consider are: expected passenger numbers, benefits to the local economy and fit with government policy. The UWR team looks forward reporting further progress and of course to receiving comment or support on the issues to be considered.

Andrew Longworth

Temporary S&C Service Change: Please note that, for the remainder of the current timetable, the 10.49 train from Carlisle will terminate at Skipton at 12.58. The 15.18 from Leeds advertised in the lineguide will start from Skipton at 15.59. Passengers between Leeds and Skipton should use local services. This is a temporary change due to the current work to provide an extra platform at Leeds.

Special Traffic Report

Nov	9th	44871 + 45407	Manchester Vic - Carlisle
Dec	3rd	66763	Ribblehead - Hunslet
Dec	4th	60103	Man Vic - Carlisle
Dec	11th	56090	Workington - Warrington Arpley
Dec	11th	60103	? - Carlisle

The crossovers at both Garsdale and Kirkby Stephen were proved to be in good working order when a class 56 failed to haul its very heavy train up Mallerstang, en route from Carlisle to Boston. The loco was detached at Mallerstang, ran south to Garsdale, used the crossover, went to Kirkby Stephen, crossed back over, went in southwards to re-attach to its train; and took it back north to Carlisle yard. The load of spent ballast eventually went via Shap. As this happened during the night, no other trains were affected.

Otherwise, the leaf fall season appeared to pass with little impact on passenger services in the autumn. This was no doubt helped by the early start of the Water Jet train, which uses a very high pressure spray to clean the rail head. Also, class 60 locos were deployed on the gypsum train, and they have much better traction than the usual class 66s. Lineside vegetation control has also been apparent in some places.

The Network Rail monthly test train which assesses track was two class 37s in October, two class 67s in November, then back to the more usual Inter City 125 "New Measurement Train" for the December run.

The train from Ribblehead Quarry Sidings to Hunslet ran on Dec 3 - 6, and 9 + 10, conveying roadstone chippings, brought by lorries from Ingleton granite quarry. Thus we can say that 'local' freight, operating to/from the S&C itself, seems quite healthy. As well as the Ribblehead Quarry Sidings workings, there are regular (sometimes 2 per day) trains from Arcow sidings at Helwith Bridge, plus the gypsum train to Kirkby Thore, often 4 or 5 per week.

The class 56 from Workington Docks on Dec 11 was a 'one-off' taking empty china clay slurry tanks back to Warrington. The clay is used by the Kronospan paper mill at Siddick. Perhaps this may become regular if deemed successful?

Pete Shaw



66737 approaches Settle Junction with 6M37 Arcow-Pendleton stone train on Wednesday 4th December 2019.

Photo: Ian Pilkington

Express or Stopping Train?

The 13.40 from Carlisle

There has been much discussion over the past year, some of it in print in this magazine, about the “express” which departs from Carlisle on weekdays and Saturdays at 13.40. It currently misses out all the smaller stations north of Settle, and Long Preston. There are two schools of thought: one that it should be pure express, only stopping at larger stations where the number of passengers warrants it, the other that it should stop at all stations. The whole debate only arises because, with our infrequent passenger service, there is a 4-hour gap for the smaller stations in the middle of the day, between the 10.49 and 14.50 departures from Carlisle.

Recent detailed analysis by FoSCL has shown the whole debate to be academic: for reasons which I’ll spell out below, it is simply impossible to insert extra stops at all smaller stations. On the face of it, it should be quite straightforward to add extra stops, you just allow 2 minutes per stop and let the train depart a corresponding number of minutes earlier. So to add in all 8 smaller stations, the train just departs 16 minutes earlier, ie at 13.24. Simple! Except that it isn’t, and we have gained enormous respect for the Northern Rail timetable planners in the process of looking at it. Questions to be resolved:

1. Pathing between Carlisle and Skipton. Incidentally, we’ve been warned off trying to change anything between Skipton and Leeds, pathing in the Aire Valley is horrendously complex. This means that whatever we propose, the 13.40 must arrive at Skipton at 15.27. There is a potential problem with the log train, which passes through Carlisle station at 13.06, only 24 minutes ahead of our 13.40 and then loops at Blea Moor to let it pass. However, if it is late the signallers simply hold it at Carlisle till after the 13.40 has departed, and everyone is happy. If our train was to leave at 13.24 the logs could simply be put on a later path and would then not have to loop at Blea Moor. There are no other conflicts that we can see.

2. The single track section between Petheril

Bridge Junction and Carlisle Station. This stretch takes 3 minutes to/from Platform 5 or 6 and can of course only be occupied by one train at a time. A train from Newcastle passes Petheril Bridge Junction at 13.23 and arrives at Platform 5 at 13.26. It departs again at 13.32, passes Petheril Bridge at 13.35. Meanwhile the 10.49 from Leeds passes Petheril Bridge at 13.28 and arrives at Platform 6 at 13.31. It doesn’t matter if you’re not following this, all we need to know is that the single track section is already full between 13.23 and 13.35. So the 13.40 departure time will have to stay where it is!

3. Platform occupancy: the 09.19 from Leeds arrives at Platform 5 (Note 5 rather than our usual 6) at 12.01. It remains there until it departs again at 13.40. It usually consists of 4 cars. In between, Newcastle trains come and go and if they use Platform 5, passengers face a long walk to the far end of the platform and there’s a tendency for people to get on the Leeds train by mistake. Nothing to be done about this at present, Platform 6 has to be kept free for the arrival of the 10.49 from Leeds. Nightmare, and what would happen if a 4-car train arrived from Newcastle rather than the usual 2 cars? The maximum capacity of Platforms 5 and 6 is only 6 cars in total...

The upshot of all this is that we cannot have the current 13.40 departure stopping at all stations, it couldn’t depart from Carlisle at the right time. The most that we can ask for is that it stop at Ribbleshead, important for walkers and visitors. We’ve been told that it could still leave at 13.40, but equally a 13.38 departure would work. That could be for the May 2020 timetable change. For December, we may request a revamp of the timetable at this time of day, to give us a regular 2-hourly service: 10.49, 12.55, 14.50 from Carlisle, say. At first glance there might be a path down the Aire Valley but we’re not expert enough to say.

We’ll have to work closely with Northern on this. We may be able to say more in the next edition of the Journal.

Richard Morris
21st January 2020

What Future for the S&C?

We are in unusual times. Almost by definition we always are. This Journal has been a Brexit-free-zone and Politics (small or large p/P) rarely creep in but there comes a time when what is going on in the big wide world has an impact on just about everything - 'our' railway included. I write this in January 2020, the start of a new decade and even in our narrow area of interest the unknowns just stack up. More positively, new opportunities are arising thick and fast.

Northern have lost local services franchise. Might the re-badged Northern Ltd itself be split into East and West regions? Will Brexit be good or bad? With mad-men in charge around the world will World War 3 have begun - or perhaps ended? Perhaps we should stick to the probable and live with some realities.

One reality is that there has been massive political change in the UK. A new government has been returned with a huge mandate for 'change'. That c-word, beloved of politicians is always popular, if pretty meaningless if the nature of that change is unclear, confused or impractical. It rather expresses mere discontent with the present. Nothing seems on or off the table any more. Is our little local S&C world going to just carry on as normal, accepting maybe that outside changes are simply too huge or remote as to make forward thinking futile? I hope not.

In the aftermath of the General Election the PM's remarks must resonate here in S&C-land. He spoke of votes being 'on loan' to the Conservatives especially in former Labour strongholds in The Midlands and The North. The need to make a disillusioned Scotland happy and well connected is obvious. Threats to shake up a failing civil service and the railway franchises combine with promises of bold new things sooner than later as thank-yous fill the air.

April 2019 saw the 30th anniversary of the reprieve of the S&C from closure and that prompted reflection on what had happened in the ensuing decades. Steve Broadbent and I were asked to write what

turned out to be a fifteen page Special Report for **RAIL** magazine which duly appeared in **RAIL** issue 876 dated 10th - 23rd April 2019. Seen here below is its front cover. "Full Main Line Status for S&C?" is the headline, flying like a kite above Blea Moor.



That if taken literally would frighten some. If one looks at say the East and West coast main lines one major feature is that one-time smaller stations have closed over time to enable fast trains to make progress or, if demand dictates, there are four tracks - to enable fast and slower traffic to co-exist. Neither of those apply on the S&C where small local stations abound and are much cherished if not by local residents then by visitors.

Yet this line was built primarily as a main line - for 90mph running some declare. Its double track coped with fast and slow traffic as some stations had passing arrangements so the flyers could fly by also enabled by clever timetabling and priority rules.

Over the past 30 years once again freight has gone, returned and gone again in the

case of coal. The passenger timetable, now bereft of through trains north of Carlisle, is largely unchanged from that devised by the late (see obituary on page 11) Ron Cotton decades ago. A once Nottingham-Glasgow service, later pruned to Leeds-Glasgow, no longer exists except as a throw-back oddity of a daily 'express'. Express not in the sense that it goes any quicker - it simply stops at fewer stations, much to the frustration of would-be passengers at places like Dent or Ribbleshead who must watch it trundle past then settle down for another hour's wait. I use the word trundle deliberately - the entire line's speed limit is a mere 60mph. Some 'Main line'! That is slower than pit-lane safety speed in a Grand Prix.

Back in the 20-noughties the line was all but renewed and intermediate block signals roughly doubled its capacity to cater for vastly increased power station coal traffic, since reduced to a trickle.

In summary, the S&C is a grossly underused main line running north/south, absolutely unused for passenger train diversions, ill served by an unreliable service. At the same time it is said to be among the greatest railway journeys in the World. It is caught up in the bureaucratic nightmare that is Britain's railway, currently under review.

What Needs to Happen?: The S&C's complex web of uncoordinated support bodies, FoSCL included, (somebody will one day explain them all to me) have not been idle in identifying the problems by way of periodic wish-lists, which have resulted in some successes but the fundamental drawbacks of the S&C remain.

They include:

- slow line speed
- absence of through passenger services
- inconsistent train lengths and unsuitable rolling stock
- overcrowding
- deterrent timetables with poor connections
- non electrification or non-use by hybrid trains
- diversionary use suspended
- Clitheroe - Hellfield gap begging to be filled
- its heritage and special-interest

constraints which inhibit growth

By no means is that list in any order. Some items are interdependent or consequential one on another. Taken together they represent a mountain of problems (simile intended).

If all that seems dismal, and it is, it needs to be seen against a backdrop of an immense list of positives, of course. Those all add up to seemingly unceasing demand for the line from passengers and freight users. Yet that demand is suppressed and certainly unfulfilled day-in-day out.

What have the S&C Bodies Been Doing?:

A cynic might answer 'existing mainly'. To a point yes, obsessed with their own existence and unsure about their roles, so often overlapping. That is too often true and needs attention. Glossy wish-lists, broadly similar (see the list above) have emanated from all three main bodies leading to confusion in a railway industry anxious to please the S&C but bewildered.

The industry has however reacted positively beyond all expectations at individual level. People of vast collective experience have for the past couple of years looked closely at the S&C's problems to lift them out of mere wish-list items. For years the S&C bodies have been unable to challenge industry ripostes - reasons why not - on what all agree are the key issues. Line speed, diversions, poor stock and passenger services especially.

One by one the problems have been dissected and we have between us and with the immense help of outside experts, acting entirely pro-bono, come up with solutions. Line speed especially as it has proved to be the common limiting factor for so many other things. We have proved, in railway-speak for those in a position to act, how it can be done. The line is good for 80 mph it turns out. And at minimal cost in railway terms. The line can cope with all-stations stopping trains and fast throughs. Its capacity is massively underused at a time when capacity is a national issue, sharply in focus with HS2 and all that. Good news is expected by a public hungry for 'change' and some sort of new beginning. Here it is for our line of World renown - on a plate.

We've submitted our detailed thoughts

to those in a position to influence service specifications. The coming months will hopefully reveal whether there is in fact this 'hunger for change.

Mark Rand

Making better use of an under-used national asset

The contract for the current Northern franchise, which began on April 1, 2016, specified just one small improvement to the Leeds-Settle-Carlisle timetable over the 9-year franchise (an additional return service Mondays-Saturdays and two on Sundays) which lack of ambition was of great concern, both to the Friends and the Development Company.

So, since the contract also gave Northern no remit to consider longer term enhancements, in 2017 the DevCo, of which I was at the time a Director, considered how it could act as catalyst for such changes, in line with the Transport for the North/Rail North policy of having some limited mid-term improvements across the region.

The result was that in November 2017 I produced a "Services Strategy" document, which was approved by both the Friends Committee and the DevCo Board. Lobbying for the four (deliberately modest and readily achievable) Aims in that document has since been undertaken by a small group, which includes myself as Co-ordinator, Paul Levett representing the Friends, and Drew Haley from the DevCo. The fundamentals were that no Aim should involve capital expenditure, since that takes a long time to source and then to spend, and all the Aims should align with local government and TfN policies.

Lobbying is deliberately kept focused and low key, addressing the stakeholders who really matter and avoiding exposure in the media, any temptation to form a larger campaigning group, or straying from the remit of the strategy document. The four Aims are:

AIM 1. Increasing the frequency and improving the balance of Leeds-Settle-Carlisle passenger services to be broadly 2-hourly, with clock-face departures from either end of the line.

Note: discussions are being held on this quick win, which should readily attract more revenue without additional expenditure.

AIM 2. Improving the quality of the trains on the S&C, with seating capacity also being increased, and to be consistent from day-to-day, with sufficient seats on each train to allow the line to be marketed with confidence, particularly to high-value tour operators.

Note: there are more than one type of diesel multiple unit coming off lease from other operators in the near term to fulfill this Aim, which again would attract additional revenue.

AIM 3. Extending the present Rochdale-Manchester-Clitheroe service every two hours initially to Hellifield, Settle Junction or Ribbleshead, thus connecting the Settle-Carlisle line with towns and cities in Lancashire and Greater Manchester.

Note: at the moment our investigations suggest that turning back at Hellifield is not possible, and that Ribbleshead is the most beneficial destination for this first stage. Just one extra unit would be required, which could, as an alternative, provide for an hourly extension to Long Preston and Settle Junction.

AIM 4. A revived, high-quality, inter-city standard Leeds-Settle-Carlisle-Glasgow Central service, providing the shortest, cheapest and fastest route from Leeds and the Aire Valley to Motherwell and Glasgow, with trains suited to both tourists and business travellers.

Note: it could well be that this service starts from somewhere south of Leeds to provide even more connectivity benefits, such as the historic destination for S+C services of Nottingham.

I can only say that the responses we have had have been truly excellent, and we're making progress on all fronts, although for now details of such progress must be kept closely under wraps. At this stage I am modestly confident that there will be good news before too long which can be shared. But in the meantime we are focussed on the agreed Aims, and even though it is certain that FoSCL members will have a myriad of views, I do ask that our industry friends are not distracted by calls for

different approaches to be adopted - that would be very counter-productive, however well-meaning.

The people we speak to within the wider rail industry have a great many problems to address at the moment - political changes (including the evolving Williams report), financial and ownership challenges, and the need to withdraw all the Pacer trains and introduce brand new ones, to mention the most obvious. But it is fair to say that it is widely recognised that the Settle + Carlisle line - a very underused mainline railway and a national asset, on which infrastructure many £millions has been spent in recent years - merits far better services, for which, most importantly, there is capacity on the railway to accept.

The Strategy Document is updated regularly as the lobbying develops and discussions produce invaluable feedback, and Version 4 was circulated in mid-November to our industry audience. The Strategy Group is extremely grateful to those we have spoken to across the industry for their time, advice and enthusiasm.

Steve Broadbent

The Case for Integrated Transport on the Settle Carlisle Line

The Settle Carlisle Line is a nationally important transport corridor which has gained increased ridership since reprieve in 1989. Passing as it does through one of the most scenic areas in Britain the initiated will be aware that several of the stations are somewhat remote, indeed, part of its charm.

The nature of travel along the line has undoubtedly altered over the years and the railway now benefits from a greater frequency of trains calling at the intermediate stations whereas stopping trains would have been few and far between in years gone by. Added to this there has been a considerable growth in tourism in recent times of which the Settle Carlisle line has undoubtedly been a beneficiary. However, in the absence of connecting public transport or locating a taxi service this can present some very real challenges as regards any sort of onward

travel to and from the line.

Historically, a number of rural bus services have been lost over the years due to the withdrawal of council subsidies - not entirely their fault as the councils do not receive adequate funding from central government. Social care and education will normally take priority from already over-stretched resources. Particular examples have been in the Kirkby Stephen areas once served by the council-subsidised 563 bus to Penrith and 564 to Kendal. Whilst the majority of these services never connected directly with the rail services some degree of connection to onward destinations was possible and indeed could have been improved if the services still existed i.e. the routes extended back to the stations.

It is true that several new connecting bus services have been created in recent years to meet changing passenger needs. However, the transport provision such as it remains is fragile, fragmented and far from adequate, many services being one day a week and heavily reliant upon the voluntary sector. Notably, some of the communities have responded to provide their own bus service such as The Little White Bus serving Garsdale Station and Western Dales Community Bus serving Dent Station.

In addition the volunteer-run Dales and Bowland CIC (DalesBus) provides services aimed primarily at visitors to and from Skipton, Settle, Ribbleshead and Garsdale; several of these being seasonal on Sundays, others being all year. These include the summer Sunday Northern DalesBus traveling from Preston to Richmond via Ribbleshead and Buttertubs Pass as featured on the BBC4 programme 'All Aboard the Country Bus' a couple of years ago.

However the situation is far from ideal.

As a prime example, the town of Kirkby Stephen lies 1.65m away from the station of that name with no regular connecting bus service. Whilst this is sometimes a pleasurable downhill walk in daylight it can turn to an arduous uphill trudge along an unlit footpath in the rain and dark! The alternative taxi, assuming one can be found, will cost around £5 each way adding

considerably to the rail fare. This presents a challenge for the local population who may wish to use the train to access Leeds or Carlisle and a considerable barrier to the potential visitor. And yet the town has much to offer with a pleasant Market Place, historic church and colonnade, the Stainmore Railway centre, viaduct walk and not to mention the nearby Brough Castle. None of these are easily accessible from the line but for the more hardy adventurer.



Bus/Rail Integration: the 884 bus service at Skipton railway station.

Photo: John Carey

Slightly further north, the town of Appleby enjoys reasonable proximity to the station but for the steep hill. As with other communities many of the bus services have been withdrawn however there remains a weekdays-only 563 bus service to Penrith albeit with a much reduced timetable of 3 return services. An ideal would be for this service to run to Appleby Station and allow connection from the railway to Penrith and the lakes beyond. Such a connection would be of considerable benefit to both locals and visitors were it to be possible and yet would demand no significant cost. Indeed there would be advantages to both railway and bus operator in the event that this was properly marketed.

There are several more examples of potential connections which could feed in and out of the line.

However, in common with rail services, it is the case that few rural bus services can exist without some level of subsidy. Where the provision of services is left to the market, operators will naturally ignore the less viable routes and cherry pick those

on which they will make a return such as in the central Lakes. Often the useful services to work and college will have been the first to go following removal of subsidies and many areas, if they have a service at all, will be reduced to off-peak day time – perhaps between schools contracts. Furthermore, operators will rarely provide an integrated service with other operators or modes of transport unless there is a commercial incentive to do so.

Whilst some considerable distance away from the Settle Carlisle line devolved powers have allowed Cornwall to invest and develop an integrated transport network where rail services have been improved along with the bus network which has been radically designed to be fit for the public needs. It is anticipated that this will bring significant economic benefits to the region which, in common with parts of Cumbria and North Yorkshire, has extremes of the affluent and the not so affluent. Also, and no less important, there will be the less tangible benefits to health and wellbeing of the communities.

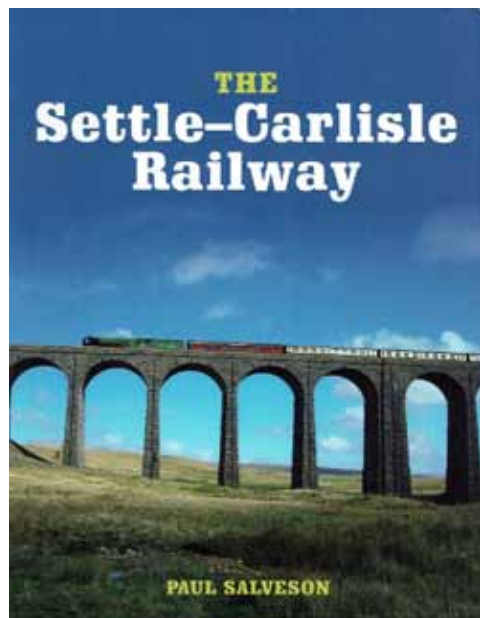
Similarly, the Settle Carlisle railway line could act as the spine with a number of transport hubs at critical locations such as Settle, Garsdale Kirkby Stephen and Appleby from which bus services could connect. This would greatly benefit the economy of the line and improve the fortunes of stations such as Kirkby Stephen which receives approximately 50% of the patronage of its near neighbour, Appleby.

Arguably, what is urgently needed is a fully joined up approach to public transport with the Leeds-Settle-Carlisle line at its core – indeed an integrated transport solution. For this to happen it would involve a study of the needs of communities and tourism and, critically, the injection of funding and driven by a forward thinking single body such as a Community Rail Partnership. The benefits to the local economy and the economy of the line would be considerable.

John Carey

The full paper 'The Case for Integrated Transport on the Leeds Settle Line Corridor' can be downloaded at: www.dalesbus.info/SCL-IntegratedTransport.pdf

Book Review Settle-Carlisle – the People's Railway



Who were the people behind the building, the operating and the campaign to save England's most famous railway line, between Settle and Carlisle?

Most of the many books describing the history of the line tell of the famous, the politicians, the usually be-whiskered company directors, the engineers who take centre stage in any great project. These are the people who get the credit, the fame, the accolades.

But that is only part of this epic story. A new book by author and social historian Professor Paul Salveson takes a look not just at the more well-known aspects of the Settle-Carlisle story, but at the lives and careers of the many people who in many different ways made it happen. Above all were the ordinary working people and their families, navvies and bricklayers who laid the tracks and built the viaducts, the drivers and guards who manned the trains up the long drag from steam days, those who looked after the tracks, the stations

and the signal boxes. But in later years they were joined by other unsung heroes and heroines including many members of FoSCL who campaigned to save the line in the 1980s but who are also there in the twenty first century to ensure the line's continuing success.

Paul is best known for his pioneering work in setting up Britain's first Community Rail Partnerships, working with local users, campaigners and railway staff who together helped look after stations, distribute timetables, organise events such as Music trains to both fill lightly-used evening services and publicise the railway and the places it served

Interestingly enough, Paul was, at one point in his career, also a professional railwayman. During the mid-1970s he was a goods guard based at Blackburn Depot where for a time he worked freight trains in both East Lancashire and over Settle-Carlisle, on what were known as "loose-coupled" as well more modern "fully fitted" freight trains. The loose-coupled trains required immense skill from both driver and guard to ensure safe running over the steeply graded S&C line. He was working for British Rail "in those years just after the end of steam but before 'modernisation' had changed the nature of railway operation so dramatically. Apart from the diesel loco at the front of the train, the life of a goods guard on the S&C in the 1970s had not changed much since the line's opening a century earlier."

With this first-hand experience of railway life and culture Paul is therefore perhaps better qualified than most people to recognise and celebrate that massive, often unseen contribution by so many individuals and organisations that has made the Settle Carlisle railway the success it is today.

As well as an amazing collection of images of the line, in all weathers and seasons, including several famous but also less well known shots of snowdrifts, but also of the people who contributed so much, the book is filled with both stories and quotations from people whose lives were intertwined with the railway. So what does Paul Salveson see as a future for the line?

He rightly suggests that the Settle-Carlisle is unlikely to become a high-speed intercity line to compete with the electrified East and West Coast lines, whether or not either eventually link up with HS2 (if that is ever built). But he sees it as a buoyant "inter-regional" line for work, shopping and leisure purposes, not only for local traffic but providing the most direct connections between several major centres of population in the north of England, east Midlands and Scotland, a role which would be significantly enhanced when – not if – the Waverley route is extended from Edinburgh to Carlisle.

He also sees it as a vital route for freight as capacity becomes more limited on the high speeds line to the west and east, and a diversionary route in times of emergencies, which during a period of climate change and extreme weather episodes will be a more regular occurrence.

He stresses its role as a superb means of access to the Yorkshire Dales National Park, the Eden Valley and the North Pennines. The railway is already acting as the spine of what, with a little intelligent planning and investment, could develop into a major integrated travel network through the central and northern Pennines. Sadly the only major branch line off the S&C

through Wensleydale from Northallerton to Hawes and to Garsdale closed west of Redmire in the 1950s, as did the Stainmoor line that once connected at Appleby East, linking Workington and Teesside. But you can catch connecting bus services on a daily basis from Settle to Ingleton and from Garsdale to Hawes, and on Saturdays Dent to Sedbergh and in the summer months on Sundays from Settle to Malham, and Ribbleshead to Wensleydale and Swaledale, and new for 2020 from Kirkby Stephen to Swaledale on Dales Rail Lancashire trains. If the Climate Crisis requires us to use cars less and public transport more, such "branch lines on rubber tyres" should be operating daily, perhaps operating new routes such as from Kirkby Stephen to both Kendal and the Westmorland Dales or Langwathby to Alston.

Colin Speakman

The Settle-Carlisle Railway (ISBN 978-1-78500-637-1) by Paul Salveson is published by Crowood press at £24 and is available via the FoSCL web site online shop: www.foscl.org.uk/shop plus the Settle and Appleby Station shops (see page 6 for opening times).

Below: Flying Scotsman arrives at Appleby on Saturday 21st December - the 50th and final steam working of 2019.
Photo: Mike Summers



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.

Stock and Journey Times

In the August 2019 magazine, our new Chairman Paul Brown shared his own aspiration that all services stop at every station between Skipton and Carlisle; this would both make trains super slow and Settle-Carlisle an unattractive option for longer distance travel. To be fair, Mr Brown advocates introduction of an express service between Nottingham/Leeds, (and presumably Sheffield), and Carlisle, but rightly accepts that negotiating changes to the timetable is a complex process.

Since joining FOSCL in 1981, I have always and will continue to advocate for the return of a through Leeds-Carlisle-Glasgow service using the West Coast Main Line north of Carlisle. It is not within Northern's remit to provide such a service and possibly the best we can hope for is for an open access operator, for example Grand Central, to show interest. Assuming this may not happen, FOSCL's aspiration should be introduction of alternate stopping/faster services between Leeds and Carlisle otherwise long-distance passengers may choose to travel by other routes.

The major factor against introduction of faster services, is the archaic maximum speed limit of 60mph. Expenditure on track replacement and other infrastructure improvements has been considerable. I find it difficult to understand why raising the line speed should cost a huge amount and/or is impossible. FOSCL's top priority should be to advocate for this to be done. I travel frequently by Trans Pennine Express between Leeds and Durham, a similar distance as Leeds to Appleby. The average journey times are 1 hour 15 minutes and 2 hours respectively. Whilst it is unrealistic to expect the Settle-Carlisle to match the 125mph maximum speed of the East Coast Main Line, it is easy to understand why our trains are perceived to be slow.

Insufficient passenger capacity on trains is another real problem due to inconsistent provision in carriage numbers; two coach trains are not acceptable on peak services.

Regrettably this issue has become blurred amongst some FOSCL members by debate about replacing the class 158 dmus. Robert Foster, states that class 170 dmus are wasted on the Leeds to Harrogate and York service. I disagree. Passenger numbers on this service are much higher and include many longer distance customers and commuters. Until the recent introduction of the class 170s supplemented by class 158s, Harrogate passengers got a poor deal with a combination of class 150s and Pacers. David Mathias appears to be nostalgic for the 10-coach locomotive hauled trains of the 1980s, which operated to a much lower frequency timetable. His suggestions of loco hauled trains as on the Cumbrian Coast line (unreliable) and shortened HSTs (costly) are not serious options.

Class 170 and/or class 185 dmus, (which will presumably become available following introduction of new Trans Pennine Express trains), would be welcome on Leeds-Carlisle services. However, can the use of 100mph trains be justified on a route with a 60mph speed limit and multiple station stops?

It could be argued that Settle-Carlisle is lucky to have class 158 units – built for longer distance regional services with a maximum speed of 90mph and an extensive refurbishment programme ongoing. Leeds-Lancaster-Morecambe services by contrast do extremely badly. Pacers and, if you are lucky, class 150 dmus; both unsuitable trains for a journey of this length. Introduction of class 158s on this route would be an enormous step change.

Northern needs to address the capacity issues on peak trains urgently for the benefit of all passengers including commuters at the southern end of the line who appear to be largely ignored by FOSCL. A regular user of the 7.29am Settle to Leeds has informed me of severe overcrowding on these trains with the problem being the inconsistent length of

trains. Two coach trains are not acceptable when four coaches are required.

Finally, it is important to remember that this is the Leeds-Settle-Carlisle line. FOSCL's interest should not end at Settle Junction. Surely it is time for FOSCL to become FOLSCL?

Philippa Simpson – by email

Very interested in the explanation as to why Class 170's are banned from the S&C. But there is not a great deal of 70mph+ on the Leeds-Harrogate-York line.

Whilst, as Pete Shaw argues, 158 are probably the most suitable DMU for stopping services if we do ever get extensions beyond Carlisle or Leeds then surely something more suitable is required?

I checked with my ROSCO friend last week and it is still true that come 31st December there will be 22 Class 185's coming off lease with nowhere to go. An absolute scandal if ever there was! No DMU climbs hills better than a 185! (but again do we have the transmission problem if they were to be used on the S&C?)

Finally is there any news about extending Clitheroe trains to at least Hellifield? I'd always been led to believe that the Business Case was in fact positive but the problem was acute lack of rolling stock. Well those shortage days are surely rapidly coming to an end?

Time for a new Campaign?

Roger Bastin – by email

With reference to the article by Richard Morris in your November issue, if it is unsuitable for technical reasons for class 170s to operate over the S&C line because they are not permitted to run above 70mph, then exactly the same reason applies on the Harrogate line where these units are regularly in service as the maximum speed for trains running between Leeds and Knaresborough is 60mph and 65mph between Knaresborough and York. There are also 12 intermediate station stops on this route which is only one fewer than between Skipton and Carlisle which is

about twice the distance. Also, there are several sections where the maximum speed is below 60mph. Thus the whole route is below 70mph which is the same as exists over the S&C. Trains can, however, run at well above 70mph between Leeds and Skipton, therefore it can be argued that 170s would be better employed from a technical standpoint on the Leeds - Carlisle services.

Although not ideal, like Mr Morris I too would prefer to travel in a comfortable 3-car 170 which, despite the centre doors and sidewall panels, is warm in winter and cool in summer, rather than in an overcrowded 2-car 158 which can often be cold in winter and overheated in summer.

Geoff Naylor – Settle

I agree entirely with Pete Shaw on his "Preferred Rolling Stock" piece in S.&C. Journal No. 158, how appropriate! There isn't another class of DMU in the UK that would suit the requirements of services on the S&C. like the 158s do.

There is one thing that I would like to add that would make the 158s even better: Northern have eight 3-coach sets of class 158, 158752-759 were refurbished soon into Northern's franchise for the York - Blackpool services, they have now been replaced by the new 195s.

I have seen the occasional 3-coach set on the S&C. in the past, and since being replaced on York - Blackpool services, one has been used fairly regularly on the diagram that does the 10.18 Leeds - Morecambe, 12.32 Morecambe - Leeds, 17.26 Leeds - Morecambe-and Morecambe-Leeds -

When Northern lose their single car class 153s, it won't be possible to strengthen services by adding one to make a 3 coach set, so trains will either be 2 or 4 coaches.

If Northern were to diagram 158752-759 to dedicated S&C. services, it would mean that every service would at least be 3 coaches, and if any services need strengthening, they would have to add a 2 coach set to make 5 coaches. -

In fact Northern could create more 3 coach sets like other TOCs have done, by making 3 x 2 coach sets into 3 coach sets.

Another thing I picked up on in Journal

No. 158, the article about educating the general public about travelling on the S.&C: I pointed this out in a letter quite a few years ago, when I stated that the family of a work colleague of mine had travelled by car from Keighley to Settle to travel on the route. It is good to see that something is being done about it at last. What I didn't mention in that letter, because I only found out later. The main reason they thought they had to join the train at Settle, was because of the road signs on the A65, both ends of the Settle by-pass are the misleading road signs stating "SETTLE - CARLISLE RAILWAY STATION". They had seen these signs many times whilst travelling by car from Keighley to Bentham, it was seeing these signs that gave them the idea to travel on the train to Carlisle, but from Settle, not Keighley!

It is these road signs that need changing to the same as in most other places in the UK, to readjust "SETTLE STATION" plus the BR double arrow symbol, that's the only information the travelling public need to know.

Peter Robinson – Low Bentham

I have read and listened to the opinions of many people about train stock on the S&C. My personal opinion as a train guide is that the refurbished 158 unit is still the best we can expect from the Northern franchise. It offers fair access for the trolley service and provides the customer with windows that give a reasonable opportunity to view the scenery. The problems arise when we have a substitute 150 unit or a 2 car 158 at busy times, in particular when there is a group in the front carriage. If Northern could provide one of their 3 car units on all their services on the Sand C most of the problems I experience as a guide would be resolved. 4 car units are often too extravagant and 2 car units often overcrowded in certain seasons. Another interesting problem related to stock is the number of companies who provide groups showing steam trains in their brochures that give potential customers the wrong message. Kind regards

Maurice Holliday – S&C train guide

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Here we go again: Northern excelling themselves once more by making a monumental cock-up of what could have been a good PR exercise.

The 08.50 and the return 10.49 today (Wed 22) was a 2-car 150, with all the Health and Safety implications for serving drinks and snacks. The trolley is forced to stay in one location, meaning the staff have to provide waiter/waitress service to all the passengers, with all the hazards of walking around a moving train with hot drinks, plus the absence of any facilities for putting the drinks and snacks down safely as they are consumed.

Furthermore the organisation promoting the excursion was a German tour operator keen to promote the North of England with a view to running further tours centred on Manchester, the Lake District and York. Being offered the worst of crap rolling stock to ride on is hardly going to make a good impression. The only favourable aspect was that the unit was a refurbished one with a clean and fully functioning access-to-all toilet. Despite all the disadvantages and the very misty

weather (only Pen-y-Ghent out of all the hills was visible), the group seemed to enjoy the ride and were appreciative of the commentary being in German.

These trains are totally unsuitable to this line and inadequate for a 2¾ hour journey (they were travelling to Leeds on their way to York). I suggest that the strongest representations be made to Northern, before any further damage is done to our reputation.

Geoff Henshall - on-train guide

PS: As a somewhat ironic footnote, we (the conductor, trolley staff and I) apologised for Northern's providing a "Dreckzug" (crap train), pointing out that the franchisee Arriva was part of Deutsche Bundesbahn or German Federal Railways (to their amusement, thankfully).

Services

In his response to my letter (November magazine), Richard Morris claims that my detailed analysis of the use of the local stations are assertions despite the fact they are based on FoSCL's own research.

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Richard provides no facts to disprove my analysis but goes on to respond with totally unsubstantiated assertions. He says there are a substantial number of people in the catchment area of the stations who cannot drive but observations indicated that the majority of passengers using the trains drive to the station and the configuration of the access to Armathwaite station is such that cars are the only realistic means except for the most physically able. Similarly at Lazonby the major catchment area is at Kirkoswald, a considerable distance from the station.

Richard then goes on to say a four hour gap at Carlisle from 10.49 to 14.50 is unacceptable for passengers returning to the local station but their arrival times at Carlisle for a shopping journey can be 12.01 or 13.31 so a departure of 14.50 is perfectly reasonable and generous when related to the very low footfall and no justification exists for putting stops in the hitherto fast 13.40 departure.

A much more useful and profitable

arrangement would be to retain the 13.40 as a fast service, take out the little used stops at Ribbleshead, Hellifield and Gargrave and re-time it to depart at 13.55 to pick up the existing path so it makes connection out of the 12.40 from Glasgow. This would give a 3.5 hour journey time to Leeds at an average speed of 60mph. This would be a great benefit to Appleby, Settle and the whole West Riding conurbations which far exceeds any minor inconvenience to local users at the Northern end of the line.

FoSCL's terms of reference are to support the overall use of the Settle to Carlisle line - not just the very small market at local stations. I suggest the FoSCL Committee need to revisit their priorities and not be influenced by local and self-interested lobbying. A priority should also be to make most efficient use of the taxpayers' substantial subsidy which means give greater consideration to the long distance high fare passengers.

David Ward – by email



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Interesting to read David Ward's letter in Journal 158 and Richard Morris's response!

I live in deepest west Wales, some 18 miles from my nearest railway station. (sadly the much missed line from Aberystwyth to Carmarthen closed in the 1960's, this ran within a couple of miles of where I live, and hopefully will reopen one of these days). If we did have a local station and only some trains stopped, say every 4 hours it would be pretty useless to be honest.

I support Mr. Morris's view that all trains should stop at all stations, maybe the lesser used stations could be come request stops - like on the Heart of Wales line?

The feeling of isolation in remote country areas is felt mostly by older non-car driving residents, and those with reduced mobility, for them to have a station but few stopping trains would be almost worse than having no station at all.

Whilst we all want to see the S&C used for passengers travelling to locations beyond Carlisle and Leeds (and this should be encouraged) my view is it first and foremost for the benefit of the locals and tourists wishing to access the area.

There can be no one size fits all I fear.

Nigel Bird – by email

With regard to David Ward's continuing assertion that the local stations on the line "Do Not Matter attitude" I would like to point out the following: I have been traveling on the S&C line since 1970, I was on the last local stopping train in May of that year and also on the first "Dales Rail" ramblers service in 1975.

When BR first issued the first closure notices in December 1983 they only included Settle and Appleby failing to include all the local stations used by the Dales Rail services. This resulted in the closure notices to be issued a 2nd then a 3rd time because they didn't include the Clitheroe line stations. The point of all the above is to highlight that without the local stations the line would probably have been closed.

Now, to come up to date, the current

situation as follows 'Northern' operates services between Leeds and Carlisle that have 2 to 2 ½ hour intervals including the "so called little used" stops at Ribbleshead, Long Preston, Hellifield, Gargrave etc. Might I suggest that Mr Ward visits Ribbleshead when it is packed with passengers using the services to access the 3 Peaks walks area and Ribbleshead visitors centre. Dent is also used by groups of walkers as are most of the small local stations within the Yorkshire Dales National Park. As a regular walker in the Dales, I have overheard numerous perspective passengers standing on the platform at Ribbleshead station as the 13.40 ex Carlisle – Leeds "so called express" passes through without stopping and bemoaning the fact that there is a 4-hour gap between the last southbound at 12.19 and the next at 16.14 when in fact there could have been a service at approximately 14.50 if it had been a stopping service.

FoSCL was originally set up to save the line from closure and its continued commitment to the line must be applauded. As a longstanding member, visitor and now local resident, I welcome FoSCL's current initiative to encouraging increased passenger usage of all the stations on the line.

Whilst I am not against the Idea of Express services on the line from further afield – Nottingham, Sheffield, Leeds or even Manchester etc, these must be additional services as they would serve a very much different market to that served by the local services which are essential for use by local residents and tourists visiting the area for leisure purposes.

The local stations, notably Ribbleshead, Dent, Garsdale and Kirkby Stephen are served by local buses which connect with the train services to take visitors and locals alike to villages further afield from the line.

This used to be called "Integrated Transport System" To suggest that the line should ONLY be considered important in terms of long distance travel at the expense of the local service is completely Incorrect.

To quote the then Minister of State and our current President Michael

Portillo "FoSCL should work vigorously in supporting and promoting the Line"

Might I suggest that Mr Ward is out of touch with what is currently required from services on the line in the best interests of all passengers to all stations both local and further afield.

Howard Butterworth - Settle

If train times are going to be altered due to this it is also worth considering the departure time of the 18.18 from Leeds. This train departs just before the Aire Valley electric to Skipton, which means that local commuters (and shoppers on Saturdays) herd on to the Carlisle train rather than the Skipton train. A few years ago there was the same situation with the Morecambe train after 17.00, which was so bad with passengers for beyond Skipton being unable to board at times and so the order of departure was changed to the current 17.18 for the 4-car Skipton electric and 17.26 for the 2-car Morecambe train. This reversal of departure times needs to be done with the 18.18 Carlisle train and the 18.26 Skipton train for the same reason.

Roy Pedlar - Skipton

Diversions

WCML Blockage at Bay Horse 22nd November 2019: A TPE Class 350 failed on a Down MIA – GLC service at Garstang about 08.00 and soon after it was rescued the Overhead Line Equipment (OHLE) failed further north at Bay Horse meaning no trains ran between Preston and Lancaster for about 24 hours. During this time over 100 Virgin WC & TPE were cancelled at Preston and Carlisle, 40+ Northern service were cancelled along with all 4 Caledonian Sleepers, 6 Royal Mail trains, 14 intermodals, 5 freights and 1 nuclear service. Only ONE train was diverted via the Settle – Carlisle (S&C) line and this was an empty freight train.

Thousands of passengers were inconvenienced with long queues for buses at Preston, Carlisle and the intermediate stations as buses are not easy to procure at short notice and eventually a sparse

Carlisle – Lancaster Virgin shuttle service was introduced. How can the TOCs and FOCs get away with just dumping their customers and their customers trains without a proper plan to divert where possible and only use the meagre supply of buses where necessary ?

As well as Virgin and TPE getting together for diesel trains to divert S&C (using Virgin Voyagers, TPE 185s or special loco hauled trains) Caledonian Sleepers could have diesel haulage over the S&C, intermodal trains could divert ECML (as they are not gauge cleared for the S&C) but it would obviously cost money to hire in diesels and maintain train crew route knowledge. BUT it is time the TOCs took responsibility to look after their passengers and if they are not willing to do it voluntarily then the DfT or other organisations must force them into it.

Combined with the regular and daily (and totally unacceptable) TPE cancellations over the last 2 or 3 months and cold weather problems there were more cancellations and heavy delays last week between Preston and Carlisle than for many years (if ever).

I would like to think that when Avanti take over the WCML franchise they will have a more customer focussed view but I'm not holding my breath as the First Group are involved and look what FirstTPE think of their customers !

Ken Harper – by email

Settle to Carlisle and!

Mark Rand makes some interesting points in the November 2019 magazine about knowledge and awareness of the line. He makes the point that following the manufacture of 'APPLEBY' signs that 'LAZONBY AND KIRKOSWALD' and 'HORTON IN RIBBLESDALE' may take a bit longer. I would therefore like to put forward a suggestion to reduce the cost, resources and work involved with these signs. As 'APPLEBY' is an abbreviation of 'APPLEBY IN WESTMORLAND' then abbreviations for the other two stations can be used as well. So 'HORTON IN RIBBLESDALE' could simply be 'HORTON' and 'LAZONBY AND

KIRKOSWALD' could simply be 'LAZONBY.'

I would also like to comment on the sign at Settle station, featured on the cover of the November magazine. The top half is correct informing travellers regarding direct trains to Skipton and Leeds, and connections to The Midlands and London. I am however puzzled by the 'over the bridge' information which seems to imply that there are direct trains to Newcastle from Settle! Really?! Should the wording not have been 'OVER THE FOOTBRIDGE FOR TRAINS TO APPLEBY & CARLISLE AND CONNECTIONS TO NEWCASTLE AND SCOTLAND'?

If we have a 'mountain to climb' to raise better awareness of the line, then accurate and precise information is vital with signage such as this and having good availability of proof readers is a must. With that in mind I would be delighted to volunteer if FoSCL are short of such people.

Toby Harling - Carlisle

Thank You Lisa

would like to compliment Lisa Smith in the Settle ticket office on Thurs 19 Sept 2019 (at around 4.30pm).

The 16.28 train from Carlisle to Leeds was delayed over an hour behind a slow goods train, and arrived at Settle 70 minutes late!!! The Settle ticket office usually (I think) closes at 4.30, but Lisa kept the booking hall open and the fire going (on a cold wet day) for an extra hour so that the delayed (and frustrated) passengers could stay in the warm. She did her best to keep us informed with the information she had, although in fact with the likes of realltimetrains.co.uk and the web cams at Ribbleshead and Horton we had more information on what was going on!

Just to say how lovely it was to sit in the warm and wait for a train (thanks to Lisa) and not get pushed out into the dark, wet evening (although there is a waiting shelter, it would not have been pleasant).

On the other hand, I hope whoever let the goods train (possibly 601C 1258 Carlisle Yard Colas Rail to Chirk Kronospan Colas Rail) out needs to seriously ask themselves what was going on, but at least it was pulled in at Blea Moor to let the delayed following south-bound passenger through.

Allan Gould – by email



A4 Pacific 4-6-2 60009 "Union of South Africa" restarts its test train and approaches Settle Junction on 4th February. The loco ceases working on the mainline on 22nd April after many years of service.

Photo: David Mathias

Rear Cover Images: Seen at Low House Crossing on 18th December 2019.

Above: 70817 with the Log Train.

Below: Class A3 4472 Flying Scotsman with the Christmas Dalesman.

Photos: Peter Ainsworth

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