

SETTLE - CARLISLE RAILWAY
JOURNAL

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February 2014
No 135

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Special Trains to celebrate 25 years
since the reprieve of the S&C
The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

President: The Hon. Sir William McAlpine Bt.

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

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** Indicates that these members were co-opted after the 2013 Annual General Meeting in accordance with the FoSCL constitution.*

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

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

NEXT MAGAZINE: Copy date for the May 2014 magazine will be Friday 11th April. Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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

Four ads for the price of three if booked at the same time. 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: To celebrate the 25th anniversary of the saving of the S&C, FoSCL and Northern Rail are collaborating on a special train which will run on Sunday, April 13th between Blackpool and Carlisle. Two days earlier, the S&C Development Co. are running a special train from Leeds to Carlisle using the DRS stock seen here at Arten Gill viaduct in Stobart livery, topped and tailed by 47832 and 47712 .

Photo: Pete Shaw

The Chairman's Report

FoSCL Chairman **Richard Morris** writes:

Friday 11th April is the 25th anniversary of the announcement of the reprieve of the line. We're already seeing increased interest in the Line from the media and, with any luck, we shall be very busy talking to them in the run up to April. FoSCL is indebted to the Settle-Carlisle Railway Development Company for organising a DRS diesel-hauled special on the 11th. The detailed arrangements are proving to be a full-time job for Josephine, SCRDC Development Manager. Tickets may well be sold out by the time we go to print. So FoSCL is organising another train two days later.

A Northern Rail sponsored special Charity train will run on Sunday 13th April 2014 along the DalesRail route from Blackpool arriving at Carlisle at around 12.30. Lunches will be available at the Hallmark Hotel at passenger's expense. During a two-hour stop at Carlisle Colin Speakman, Founder-Secretary of the Yorkshire Dales Society and chairman of the Dales Way Association will deliver an hour-long presentation "The Saving of the Settle & Carlisle Line". Colin is widely acknowledged as being one of most important people involved in the campaign and particularly for saving stations on the line. It will be a ticket-only train at a cost of £20 wherever you board. Further details elsewhere in this edition of the Journal.

That weekend in April will be a major celebration of historic events. The fight to save the line has been recorded in an hour-long video by Ian Fisher, former Border TV reporter and producer, which will be on sale by the time of the anniversary. The occasion will also be a springboard for the future, a chance to look ahead to the next 25 years, in the context of our heritage and improved rail services.

Nobody needs reminding that our heritage is unique. But it's expensive to preserve. Should it fall to us to do so? After all, the entire Settle-Carlisle Corridor, 72 miles of it, is a conservation area and the buildings and structures will be protected. Many of the railway buildings are in private ownership as dwellings or business premises and the owners have to abide by the planning rules. But just a minute: I was recently in Derby, birthplace of the Midland Railway which in the 19th century had a vast influence on the development of England's rail network. Where's the evidence today? Derby station is modern, about right for a medium sized city which owes its livelihood nowadays more to aero engines than trains, and is on a secondary main route. It is we, FoSCL, who are the guardians of the Midland Railway's heritage, simply because outside of museums, we've got most of it.

The Settle-Carlisle Railway Trust have long term leases on Kirkby Stephen, Ribbleshead and Horton-in-Ribblesdale stations. They own the Stationmaster's House at Ribbleshead outright. In recent years FoSCL, along with the Railway Heritage Trust, has been the SCRT's main funder, putting in well over £250,000 – not bad for a "mere" rail user group and only possible thanks to the generosity of our membership and the unstinting efforts of our Shop Volunteers. The Stationmaster's House has recently been restored to its original appearance, to universal acclaim, and is now generating welcome income from its self-catering accommodation. But it has cost far more than anyone ever envisaged, most recently a bill for over £30,000 for comprehensive treatment with a waterproofing chemical. The climate at Ribbleshead is abominable and the horizontal rain actually drives

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

through the porous stone from which the buildings are constructed. The waterproofing had to be done and a contribution to this long-lasting protection is good use of FoSCL's funds.

As for future rail services, the passenger profile is changing. From about 80% in the early 1990s, day trips on the S&C are now down to about 20% of the total averaged over the year. Our on train surveys nowadays show a great deal of visiting friends and family and a significant proportion of business travellers. There's more long distance travel, which brings in more welcome fare revenue: we're a potentially profitable line. The days of the week on which people travel are changing, too: Sunday services are booming, well justifying the introduction of a fourth train in each direction last year. For the next franchise we'll ask for a fifth train in each direction.

And now, on to Manchester. It had never occurred to anyone in government or the rail industry that there might just be some demand for travel to Manchester and Airport from the Yorkshire Dales and the Eden Valley. There is a mind set dating back 25 years, that says it's just a few walkers from East Lancashire who want to go walking in the Dales on Sundays. It has fallen to FoSCL to investigate the demand in depth for travel in both directions and Paul Levett, FoSCL Campaigns Manager has produced an excellent business case to confirm that four trains a day in each direction, Manchester to Carlisle via Clitheroe, Hellifield and Settle could be profitable. We are currently working with a railway consultant to refine this. And if necessary we'll mount a fully fledged campaign to get the message across.

FoSCL has cash reserves; they're yours, the membership's, and you elected us, FoSCL's Committee, to use them wisely. We believe that we've done that over the years and, thanks to good financial management, maintained a healthy cash balance. There is a good case for supporting the work of the Settle and Carlisle Railway Trust in preserving the buildings for which it is responsible. We are working with them to determine how much we should provide in future to supplement the income from self-catering accommodation at Ribbleshead and Kirkby Stephen.

We also have a close relationship with the Settle-Carlisle Railway Development Company and have contributed to their projects to maintain and enhance station buildings all along the line in the past. We are in discussion with them over our contribution to future projects for station refurbishment and maintenance, and the provision of additional waiting shelters.

There will be an ongoing debate about the remaining operational signal boxes which will probably be phased out by 2020. We have two already, at Settle and Armathwaite, and look after these well, but they are expensive in human and cash resources. They will be kept going. We shall advise on the others and hope that they can be preserved. Fortunately, thanks to Mark Harvey and the Settle-Carlisle Railway Conservation Area project, we now have detailed criteria based on English Heritage's guidelines for deciding whether a structure should be preserved. We shall use these to the full in the future.

And now, on to the 25th anniversary. We look forward to celebrating this unique occasion.

(Editor's Note: Included with this magazine, members will find a copy of 'From Rundown to Renaissance'. This publication contains an account by Edward Album of the battle to save the S&C, extracts from documents from the campaigning period and also photographs taken from before the reprieve of the line to the present day. Further copies may be purchased from our shops).

Editorial

"30 years ago on December 15th 1983 British Rail issued a notice announcing its plans to close the Settle to Carlisle railway line. Thus began an heroic six-year campaign to save it".

Members will find words such as these repeated over-and-over again in this magazine. I make no apologies for not wielding the editor's red pencil. As a member of the FoSCL committee during those campaigning days - but definitely a 'messenger boy' rather than a 'saver' - I can remember being in awe of those who conducted the campaign with such vigour, determination and non-stop energy. And now we must all be in awe of their momentous achievement and offer them another huge vote of thanks. Some are still involved in FoSCL and other related organisations. Many others are enjoying a well-earned retirement and a few, sadly, have now departed for ever. Reading issues of the 'FoSCLA Newsletter' from that era brings to mind many names and organisations which were then included in everyday conversation - the JAC (Joint Action Committee), the PEIDA report and so on. If other lost railway lines - the Waverley Route, the Somerset and Dorset Railway, the Harrogate to Ripon line etc., had such a set of campaigners, would their fates have been very different?

So what of the future? None of my committee colleagues will mind me saying that we will not be around for ever; in fact a few of us see our sell-by dates rapidly approaching. So who is to take over? One more rhetorical question - When were you last asked to vote at an AGM for an aspiring new committee member? If we are not careful, we are going to lose a whole generation of campaigners. We have been lucky in being able to 'head hunt' new committee members who are fulfilling valuable rôles. But really, it is you, the membership, who should be nominating and choosing our successors. So, may I please point out one particular 25th anniversary event and recommend it to you. This is the pair of concerts to be held at the Richard Whiteley Theatre of Giggleswick School on April 30th. It is a chance to meet children undertaking high-quality music making and developing an interest in railways. And, possibly, to meet your committee for 2040. I hope to see many of you there!

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



AGM Notice

**The 2014 Annual General Meeting of FoSCL will be held on
Saturday April 26th in the Hallmark Hotel, Carlisle
(just outside Citadel station)**

Registration will be from 11.00 hrs.

The formal business will commence at 11.45 hrs.

**All members should find an agenda paper, including the minutes of the
2013 AGM, enclosed with this magazine. Please bring it with you to
the meeting. There will be a break for lunch after which, at
14.15 hrs, the speaker will be Michael Leadbetter,
General Manager Coal & Biomass at Freightliner Heavy Haul.**

**Paul A. Kampen - Secretary
16th February 2014**

FoSCL Notes

Membership Matters

We note the deaths of the following members and send our condolences to their families and friends:

Mr. B. Davies - Normanton.
Mr Colin Smith – Giggleswick.
Mrs. O. M. Harbidge - Ipswich, Suffolk.
Mr. D. R. Knight - Great Baddow, Essex.
Mr Roger Tardif – Founder member No 9 - Nottingham.

Magazines addressed to the following members have been returned undelivered:

Mr. D. Craggs, Tunstall, Hull.
Mr. R. Thompson, Menston.
If anybody knows the current addresses for these members could they please let us know.

MEMBERSHIP CARDS: Could all members please note that we do not normally send out membership cards separately from magazines. When you renew your membership you should receive your new membership card with the next magazine. Should anybody want their new membership card by return when they renew their membership, could they please send a stamped addressed envelope to the Membership Secretary (address in inside front cover).

ON-LINE BANKING: Several members have requested the facility to pay their subscriptions directly to our bank. Any member who wishes to do so should make their payment to: Friends of the Settle-Carlisle Line
Barclays Bank PLC
Skipton Branch
Sort Code 20 78 42
Account number 90370894

PLEASE QUOTE YOUR MEMBERSHIP NUMBER AS A REFERENCE.

DIRECT DEBITS: Many thanks go to all those who have cancelled direct debits and set up standing orders instead. The FoSCL committee took a decision at its October meeting that all further direct debits will be cancelled. Could we please ask that all members who still pay by direct debit either set up standing orders (mandate form available from the Secretary/Editor) or contact us if they wish to find an alternative method of payment (cheque, credit card or online payment).

FoSCL Dalescards

All FoSCL members, wherever they live, are entitled to purchase a 'FoSCL Dalescard'. This gives the same benefits as the Dales Railcard (i.e., one third off the price of rail tickets Leeds-Settle-Carlisle and Leeds-Skipton-Morecambe) but is available to all FoSCL members, whatever their postcode. The cost is £15. Holders of family memberships are entitled to two cards per membership. Please allow two weeks for delivery.

RENEWING AN EXISTING FoSCL RAILCARD: Please note that the purchase and renewal of these cards is only possible through FoSCL - please do not contact Northern Rail or the S&C Development Company. Why not use our secure webshop which can be found at: www.foscl.org.uk

Or you may send a cheque to the Membership Secretary (address in front inside cover - please do not send cash); and you can phone the Secretary (01274 581051) to arrange a 'customer not present' credit/debit card transaction.

Use of Dalescards

Members are respectfully reminded that FoSCL Dalescards are for the sole use of the person named on them and are not transferable. Unfortunately there have been instances recently where cardholders have passed their card on to another person. This has resulted in Northern Rail staff, quite rightly, confiscating the card.

Your co-operation in this would be much appreciated in order to safeguard this valuable travel privilege for members. Please check the dates on your cards before you wish to use them. Conductors and booking office staff cannot accept out-of-date cards

We have had a couple of complaints from train conductors regarding people trying to obtain fare reductions, or even free travel, with a FoSCL membership card.

Could everybody please note that a FoSCL membership card is not an authority to travel and that reduced fares can only be obtained with one of the National Railcards, a Dales Railcard or a FoSCL Dalescard.

Paul A. Kampen -Secretary

Sales Department

Christmas Mail Order Catalogue

Many thanks go to all of you who supported our Christmas sales campaign for 2013. We processed 217 mail orders in the period August to December and thanks go in particular to those of you who included very generous donations (totalling £1,519.21) with their orders.

Lastly, many thanks go to the Settle-Carlisle Railway Development Company for allowing us to use their Settle office as our base for packing orders.

Paul A. Kampen -Secretary/Editor

FoSCL Webshop

Alongside our mail order activities, we processed 121 Internet orders and continue to see more-and-more use of the webshop at: www.foscl.org.uk

This is available throughout the year and is the quickest way to obtain goods from our wide-ranging catalogue.

Orders are dispatched from Settle, normally within 5 working days of receipt by our Trading Manager.

Paul A. Kampen - Secretary/Editor

From Kath Smith

Iwould like to thank everyone for their good wishes at Christmas.

Jimmy and I missed doing the seasonal orders but we could not have managed it this time. Although a small gathering, our group enjoyed their lunch at the Brief Encounter. I would like to thank John Johnson for arranging it and Gordon Edgar's staff for, as usual, an excellent meal. Good Wishes for 2014.

Kath

Shop Opening Hours

Core opening hours for our two station shops are:

Settle: Monday to Saturday inclusive 10.00 a.m. to 3.15 p.m.

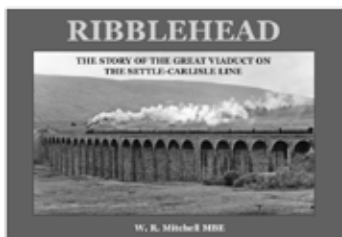
Appleby: Fridays and Saturdays: 11.00 a.m. to 4.00 p.m.

Oliver Shaw Lovell Bequest

The committee would like to acknowledge the kind bequest, received from the will of Oliver Lovell, to be used in a specific project to benefit services and facilities on the line.

Stephen Way - Treasurer

New book and DVD about the Settle-Carlisle Railway



'Ribblehead' by W. R. Mitchell MBE Published to co-incide with the 25th anniversary of the saving of the Settle-Carlisle railway. Packed with photographs from throughout its 137-year history, the book also delves into the station and tunnel at Blea Moor. Full coverage of the repairs to the viaduct in the 1980s and 1990s which saved the prospect of the line closing forever. Black and white photographs, plans and rare colour views. Hardback book £16.95

'Tales of the Settle-Carlisle Railway'

We hear amazing stories from the video archives of Bill Mitchell MBE as he interviews local railwaymen and women about their lifetime's work on the Settle-Carlisle Railway. DVD 60 minutes £12.95

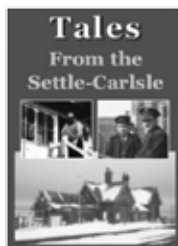
Available from the FoSCL shops at Settle and Appleby stations or from www.foscl.org.uk

Kingfisher Productions

Watershed Mill, Settle, North Yorkshire BD24 9LR

Tel: 01305 832906

www.railwayvideo.com



Magazine Packing Team

We continue to have good support from our team of volunteers who come to Baildon, here in West Yorkshire, in order to pack your magazine into envelopes for mailing.

We get between twenty-five and thirty people turning up each time and this enables us to do two of the sortations into postcode groups which the Royal Mail normally undertake. This earns us a significant discount on the normal price of postage.

Over the four magazines issued in 2013, the saving on postage was a massive £8862.23.

Thus we owe a big 'thank you' to the magazine team.

Pete Shaw

Langwathby Christmas lunch

This was the very last lunch we will have at the Brief Encounter on Langwathby station as Gordon Edgar, the owner, has retired after 11 happy years; we wish him well for the future.

This year as always the food was excellent and the talk by BBC Radio Cumbria presenter Gordon Swindlehurst made us all laugh, it was a pity that only nineteen of us were there.

Kath Smith won the raffle prize, donated by Gordon himself, of a model *Tornado* locomotive made from coal.

Lastly, thanks goes to all of you who have been to the nine lunches which we have had at Langwathby and, again, thanks to Gordon and all his staff.

John Johnson

Christmas Events

Hellifield Station Tea Rooms: Over 80 people gathered to listen to Settle Voices and join in with the carols. A sum of £235 was raised for the Yorkshire Air Ambulance.

FoSCL Christmas Lunch: Held at the Coniston Hotel was attended by 70 members. Excellent meal, venue and service.

Settle Station Open Day: Settle Voices and members of the Opera North Horn Club entertained us during the day. People popped in throughout the day and enjoyed sherry and mince pies.

FoSCL Walkers Christmas Meal: 40 walkers set off from Settle Station on a 9 mile walk in order to get a good appetite for their Christmas Meal at the Harts Head Hotel.

Ruth Evans



Above: Settle Voices entertain at Settle station.

Left: Walkers set off from the station.

14/12/13

Photos: Ruth Evans



Visit to Lazonby School

This was our third schools' visit - we plan to work our way down the line with two schools per year.

We use the same format, i.e. we talk on the S&C, its history, interesting facts about the line, railway safety, the history of their village and reasons why they should use this railway.



Myself, my wife Tracey and volunteer Ian Graham are dressed in Edwardian clothes and act out ten mini-plays showing what it was like to be a child in Edwardian times.

We then have a raffle and one child wins a day out for their family on Northern Rail: thanks go to Northern Rail for the free travel.

The children then look at the items we have brought from Armathwaite signal box, try on our hats and blow the look out warning horn - boy do they love doing that!

They take home a goody bag each which contains S&C items and sweets, they all enjoyed our visit and pictured here are two happy chappies with our hats on.



John Johnson

(Editor's Note: *Many thanks to the Headteacher of Lazonby School for permission to use the photographs*).

25th Anniversary Celebrations at a Glance

- Friday April 11th:** S&C Partnership special train Leeds – Carlisle; Class 37 locos and Mark 2 stock. See Page 8.
- Sunday April 13th:** FoSCL/Northern Rail special charity train Blackpool to Carlisle. See Page 9.
- Saturday April 26th:** FoSCL AGM, Hallmark Hotel, Carlisle. See page 3.
- Wednesday April 30th:** Combined school choirs railway concerts, Richard Whiteley Theatre, Giggleswick School – see page 10.
- Friday May 2nd:** Talk by Stan Abbott at the Victoria Hall, Settle. Part of Ride2Stride. See page 10 and insert to this magazine.
- Saturday May 7th:** 25th Anniversary walk. See page 8.

Friday to Sunday June 27th - 29th: Dentdale Music and Beer Festival sponsored by FoSCL.

Date in June to be confirmed: Railway Service at Garsdale station. See Page 10.

Throughout the Year: Special First Day Cover available from the FoSCL shops and webshop. See Page 11.

25th Anniversary Events

The Settle-Carlisle Railway Partnership, Special 25th Anniversary Train

On 11th April 1989, the announcement was made that the Settle-Carlisle Railway was to be saved from the threat of closure that had loomed since the early 1980's. The long fight to save the line had been a success and the historic railway was to remain open for business.

This year, on Friday 11th April, the Settle-Carlisle Railway Partnership will be celebrating the anniversary of the reprieve, with the 25th Anniversary Train. This will be supplied and crewed by Direct Rail Services, a leading provider of rail freight solutions. Three of the company's iconic Class 37 diesel locomotives will haul up to 9 of their own recently refurbished Mark 2 vehicles.

The train will make a return journey over the S&C, departing from Leeds at approximately 10.00 and calling at Skipton, Settle and Appleby. The arrival time at Carlisle station will be between 12.00 and 12.30. Passengers will have time to enjoy lunch in the city before the train leaves for the return leg of its journey at around 14.30, arriving back in Leeds at approximately 17.00. The exact timings of the train will be available closer to the day at scrdc.co.uk/25th-anniversary-in-2014/

It is anticipated that only a limited number of seats will still be available when this magazine is delivered to members. Bookings may be made in the following ways:

Online: shop/scrdc.co.uk/anniversary.html or by 'phone 017683 53200 (Monday-Friday between 13.00 and 15.00) or by post from SCRDC, Railway Station, Clifford Street, APPLEBY, CA16 6TT (please enclose a s.a.e and make cheques payable to "Settle-Carlisle Railway Development Company")

If you have any questions about the 25th Anniversary Train, please email josephine@settle-carlisle.co.uk or telephone 01729 825888.

Josephine Shoosmith

Settle to Carlisle 25th Anniversary Walks

2014 sees the 25th anniversary of the saving of the Settle & Carlisle line. To celebrate this event and to recognise the contribution made by walkers to the original campaign a number of walking activities are being arranged. 'Walk the Line' will be a series of linear walks covering the whole route from Settle to Carlisle, following paths and bridleways that weave their way between stations along the line. This series of walks is being organised jointly by FoSCL and Friends of DalesRail. These linear walks will be complemented by some shorter circular walks taking in some of the railway features along the route. A leaflet with the full itinerary will be published early in spring and the walks will take place between May and October.

Cross Fell 25th anniversary FoSCL walk 7th May 2014. The walk will be from Kirkland via Cross Fell, Little Dun Fell, Great Dun Fell and Knock Fell to Dufton, 13.5 miles, strenuous. A minibus from Appleby to Kirkland and Dufton to Appleby will be used. This walk will be from the 0850 from Leeds outward but may be to later train back depending on how we go. Cost of bus TBA at this stage. Anyone can ask about the walk by contacting Steve Brown nutto@btinternet.com or John Langford hikerjohn55@yahoo.co.uk but all arrangements subject to confirmation at this stage.

Other walks may yet be arranged including a possible 25 mile 3 Peaks event in late summer. More details in the next magazine.

FoSCL organises regular guided walks every week. All are free and everyone is welcome to come along according to their ability. Pick up a leaflet at stations, tourist information offices etc. or check the web site at <http://www.foscl.org.uk/guided-walks>

David Singleton

Great Railway Journeys of Britain are running the 'Settle-Carlisle Anniversary Special' on Saturday 12th April from Nuneaton to Carlisle and return. See www.greatbritishrailway.co.uk

DALESRAIL CHARITY TRAIN CELEBRATING THE 25TH ANNIVERSARY OF THE SAVING OF THE SETTLE CARLISLE LINE



A Northern Rail sponsored, FoSCL organised, special charity train (net proceeds to The Railway Children and a charity of FoSCL's choosing) will run on Sunday 13th April 2014 along the DalesRail route from Blackpool departing at 09.10, and stopping at Preston at 09.39, Blackburn 10.04, Clitheroe at 10.27, Hellifield at 10.52, Settle at 11.00, Horton in Ribblesdale 11.08, Ribbleshead 11.16, terminating at Carlisle at 12.32. Lunches will be available at the Hallmark Hotel at passenger's expense.



During a 2 hour stop at Carlisle Colin Speakman, founder-secretary of the Yorkshire Dales Society and chairman of the Dales Way Association will deliver an hour long presentation "The Saving of the Settle & Carlisle Line". Colin is widely acknowledged as being one of most important people involved in the campaign and particularly for saving stations on the line. It will be a ticket- only train at a cost of £20 wherever you board. Tickets can be obtained by:

- Payment by cheque payable to FoSCL addressed to Paul Levet, Jerusalem Hill, Gisburn Road, Bolton-By-Bowland, Clitheroe, Lancashire BB7 4NP
- On line payment www.foscl.org.uk
- Payment by credit or debit card by ringing Pat Rand on 01729 824805 or Paul Kampen on 01274 581051

The train departs from Carlisle at 14.30 stopping at Ribbleshead at 15.46 , Horton in Ribblesdale at 15.54, Settle 16.02, Hellifield 16.10, Clitheroe 16.32, Blackburn 16.53, Preston at 17.18 arriving at Blackpool at 17.47.



Settle-Carlisle Children's Choir Concerts Wednesday April 30th

At 13.30 hrs and 18.30 hrs in the Richard Whiteley Theatre, Giggleswick School, Giggleswick, SETTLE, BD24 0DE, children from local schools (Giggleswick Primary, Giggleswick School, Hellifield Primary, Horton-in-Ribblesdale Primary, Settle College, Settle Church of England Primary and Rathmell Primary) will perform the children's cantata *Running on Rails* by Jan Holdstock. The Musical Director is FoSCL member and professional choir director Paul Dyson. The programme will also include presentations on the S&C by each school. *Running on Rails* was first performed at Catterall Hall, Giggleswick School, in 1994.

Tickets cost £2 with proceeds to FoSCL for use in projects along the line.

To book, please contact the Richard Whiteley Theatre on: 01729 893180 or see the website:
www.giggleswick.org.uk/rwt

Please specify which performance (13.30 or 18.30) you wish to attend.

Paul A. Kampen

Service on Garsdale station

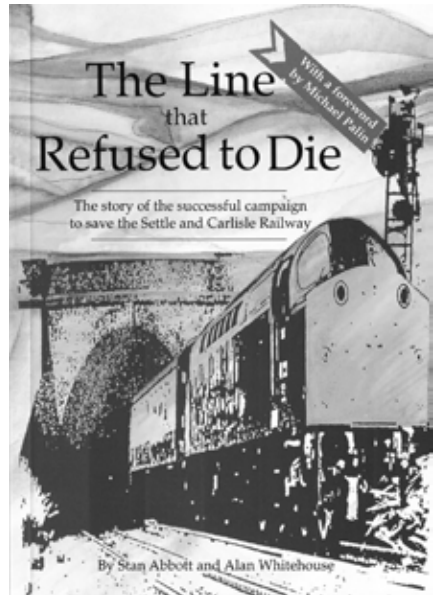
A service is being arranged to be held on Garsdale Station late May/June, date to be yet fixed. The service will take place on the downside platform, weather permitting. Should the weather be bad, it will be transferred to the Hawes Junction Chapel at the bottom of the hill from the station. We are hoping to have the Hawes Brass Band and a choir from the dales. After the service there will be a buffet in the chapel followed by some other event/short walk. As the details have not been finalised for this event, please email ruthefansltd@hotmail.com and I will let you have all the information when it becomes available.

Ruth Evans

The Line that Refused to Die

30 years ago on December 15th 1983 British Rail issued a notice announcing its plans to close the Settle to Carlisle railway line. Thus began an heroic six-year campaign to save it.

This year we are celebrating the 25th anniversary of the line's reprieve, and as part of the Ride2stride Walking Festival this spring, FoSCL are hosting a talk by Stan Abbott, co-author of "The Line that Refused to Die".



The Settle to Carlisle railway line had been in danger since the Beeching cuts of the 1960s. British Rail deliberately ran down the line, closing stations and axeing services, so that by the 1970s just two daily services were running, stopping only at Appleby between Settle and Carlisle. Then British Rail announced that Ribbleshead Viaduct was in danger of collapsing, and replacement would cost over £6 million.

Undaunted, a huge campaign to save the line was launched, with seasoned campaigners from Transport 2000 and the Railway Development Society joining the newly formed Friends of the Settle-Carlisle Line Association under the umbrella of the Joint Action Committee. Others like the Ramblers Association, the Settle-

Carlisle Business Liaison Group and local authorities all joined in the campaign. Then began the longest running railway closure inquiry in British history, with a record number of objections submitted - from 22,265 people and one dog! Meanwhile British Rail brought in maverick manager Ron Cotton to oversee the closure. Much to BR's embarrassment, Cotton managed to turn the line around, re-opening eight stations and quadrupling revenues, proving once and for all that the line could be run profitably.

In 1986 Stan Abbott published his campaigning case for the line in "To Kill a Railway".

Finally on April 11 1989, after a brief and fruitless attempt to privatise the line, government minister Michael Portillo signed the line's reprieve.

And it subsequently transpired that the iconic Ribbleshead Viaduct could be repaired after all - at a fraction of the cost proposed by BR.

The ultimate success of that campaign has secured the world-famous line's future and seen the use of the line increase over ten-fold, with 1.2 million passengers now travelling on it each year.

In 1990 Stan Abbott & Alan Whitehouse published their definitive account of the campaign: "The Line that refused to Die". Join author Stan Abbott and friends to recall the amazing story of the battle to save the Settle-Carlisle line 25 years ago. Friday, May 2nd 2014, 19.15 at the Victoria Hall Settle. £3.00. Part of the Ride2stride Settle-Carlisle Walking Festival.

Tony Grogan

Sponsorship of the Dentdale Music and Beer Festival and Celebratory Ale

As part of the 25th Anniversary of the saving of the Settle-Carlisle line the Friends are sponsoring the Dentdale Music and Beer Festival. The festival takes place each year on the last weekend in June, this year from the 27th to 29th. The festival has free admission and is a weekend of superb music and a fine selection of ales.

The Friends have asked Eden Brewery, the brewer of Wyvern Ale which is sold on the trolley service, to brew a special ale to celebrate the saving of the line. The beer will be a blonde bitter approximate strength 4% and will have its official launch at the festival. We have decided that the ale will be called "Ruswarp" after the dog that "signed" the petition to save the line. More information will be available in the May magazine.

For more information about the festival, visit Facebook or www.dentmusicandbeer.com

For more information about Eden Brewery, visit Facebook.

Stephen Way

First Day Cover

Philatelists will be interested to learn that there will be a special commemorative First Day Cover to mark the 25th anniversary of the S&C being saved from closure.

FoSCL have been working with Adrian Bradbury, of British First Day Covers, and can reveal that the image on the front cover of this magazine will be replicated on the First Day Cover. It is especially appropriate because it features the coaching stock owned by Direct Rail Services which is to be used on April 11th for the special train marking the anniversary. This coaching stock has only been used on the S&C once; the scenic and sunlit image of the train crossing Arden Gill Viaduct in Dentdale is typical of the mountainous section of the line.

The First Day Covers will be available at (£20 inc P+P) from the 'Miscellaneous' section of the FoSCL webshop at www.foscl.org.uk, by mail order from 'FoSCL Sales', Settle Railway Station, Station Road, Settle, N. Yorks BD24 9AA or from our shop at Settle and Appleby stations any time after April 11th.

Pete Shaw



Free Guided Tours of the Ribbleshead Viaduct Site and a Visit to Blea Moor Tunnel

Ribbleshead Viaduct is the highlight of the route with 24 arches spanning Batty Moss over 100 feet below. Join the Ribbleshead Heritage Tours to discover the history of the Viaduct. Hear how the navvies lived and built this tremendous structure with assistance from steam cranes and muscle power. The tours will include the site of the Batty Green Shanty Town and the site of the hospital, the narrow-gauge tramway, the maintenance shed for the steam locomotives, the brickworks, lime kilns, the stone sorting area and the Viaduct itself.

To join a tour, meet at the Heritage Centre on Ribbleshead Station at 10.25 for a tour of the Viaduct site which lasts around 2 hours. The tours cross rough moorland and all participants should wear stout footwear and bring warm and waterproof clothing. Trains from Leeds arrive 10.06 and trains from Carlisle arrive 10.17. Participants who wish to undertake an

extended tour of the Ribbleshead Viaduct site and visit Blea Moor Tunnel should also meet at 10.25. Participants wishing to visit Blea Moor Tunnel should bring a packed lunch. All tours are free of charge.

In 2014 the tours will take place on the following dates.

June 11th, 18th and 25th.

July 2nd, 9th, 16th, 23rd, and 30th

August 6th, 13th, 20th, and 27th

New for 2014: Short tours of the Ribbleshead Viaduct site will take place on the following dates. Sunday 16th March and Sunday 20th April.

Natural England events: Natural England will be providing events on the following dates July, 9th, August, 6th, and August, 27th, 2014. These may include a geocaching trail and a visit to other sites around Ribbleshead. Please consult the Natural England website for details. Staff from Natural England will be in attendance. This provides a combination of the short Ribbleshead Viaduct site and a visit to the Natural England quarry at Ribbleshead.

Peter Davies

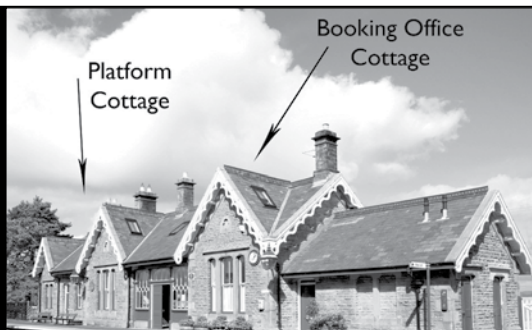
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News Notes

Tim Parker Retires from Settle Station

After a railway career spanning thirty-six years, Mr Tim Parker retired on Saturday November 9th 2013.

Tim began at Skipton station on 2nd May 1977, fulfilling many duties there. Passengers will remember Tim as part of a larger team at Skipton, when the ticket office was in the area where the lobby is now, and the platform staff had a booth by the ticket barrier – in the days when passengers going to and from the platforms had their tickets inspected!

On hearing that a vacancy was to occur at Settle, where there was just one member of staff to perform all the station duties, Tim applied. He began at Settle in January 1993, thus spending twenty years there; including getting married to Veronica and setting up home in the town.

Tim was well-versed in all aspects of the railway and would often spend time researching the cheapest fares and routes for his passengers, ensuring that they got the best travel options possible. As sole representative of the railway, Tim soon became well known and well respected in the town.

At a farewell party in Settle station booking hall on 8th November, speeches were made by John Kitching, Northern Rail Area Manager from Bradford Interchange; Marion Armstrong from the Dev. Co; and

Richard Morris from FoSCL. Tim was invited to lunch with the Northern Rail directors by John; also presented with a framed photograph of Settle station by Marion; and given a sum of money donated by local passengers and FoSCL volunteers; and given a calendar by a photographer.

A buffet lunch was enjoyed by staff and well-wishers who called in to say hello, accompanied by the entire FoSCL committee who had abandoned their monthly meeting to join in!

So well done Mr Tim Parker; we wish you a long and happy retirement.

Pete Shaw

P.S. It is already rumoured that Tim may be called back on occasion, if staff shortages occur.

Paul Brown

Members will be pleased to hear that Mr Paul Brown has been appointed to the rôle of Station Supervisor at Settle replacing Tim Parker.

Paul is no stranger to the railways in Yorkshire or to Settle station. A former Chairman of the Keighley and Worth Valley Railway, he was one of the S&C Dev. Co's relief staff at Settle before taking up a full-time post with Northern Rail at Burnley Central station.

FoSCL wish him well in his new position.

Paul A. Kampen

Tim Parker (right) with John Kitching and Marion Armstrong at the retirement party held at Settle station on Friday November 8th 2013.

Photo: Pete Shaw



Framed Picture of Derek Soames

Derek Soames, the legendary signalman who died recently, was buried in Settle Parish Churchyard on Monday 4th November.

On Saturday 9th November Jubilee 45699 *Galatea* was heading a steam special south in the gathering dusk. Someone was giving the whistle some serious welly.

Later I heard from Martyn Soames, Derek's youngest son, that he was the perpetrator. Martyn regularly assists in running the preserved signal box at Settle with which his dad played such a leading role. Additionally he is a volunteer fireman with West Coast Railways and was on the footplate that evening sitting in the drivers seat passing through Settle. As he explained, 'he wanted to give his dad a right send off'.

For sure Derek must have heard the whistle - most of Settle did.

On Saturday 11th January 2014 a framed picture of Derek Soames was unveiled in the preserved Settle Station Signal Box. The picture had initially been spotted by Janet Benzie in a magazine featuring Settle. It was taken by Steve Garnett, official photographer of the Craven Herald who readily gave permission for us to use it.



Janet's husband Robin arranged the framing and also added appropriate details which read 'Derek Soames 1930 - 2013; Signalman Extraordinaire'. Derek is holding the plaque presented by Paul Atterbury in respect of Settle Station Signal Box during 2008.

The unveiling was performed in the presence of most of Derek's family by his eldest son Michael Soames.

Bob Swallow

Quarry Traffic Update

The FoSCL Journal was a couple of months ahead of the game with news last time of proposals for a new rail-head at the Helwith Bridge quarries. Lafarge / Tarmac have now formally submitted their plans to the local Authority. They have been working closely with Network Rail and their own consultants. Ken Shingleton and I have been kept well in the loop, attending a meeting with all parties in London in early December.

FoSCL has sent a letter in broad support of the plans. March 2015 is a mentioned in the application as a possible date for the rail-head to come into use but there is still a great deal of preparatory work to be done - and for planning permission to be obtained, or not.

Mark Rand

Which?

The January issue of Which? magazine carried a four page investigation into rail fares, entitled 'The Hidden Secrets'. It exposed some of the pricing absurdities and the savings that could be made by astute ticket buying - split tickets, best places to buy tickets and taking alternative routes. The Settle-Carlisle route from Leeds to Glasgow was revealed as far and away the best deal.

Which? looked at anytime tickets on the fastest peak time trains and discovered that by East Coast and Scotrail, changing at Edinburgh, took 4 hours 9 minutes and cost £102.50.

Yet for just £42.10 you could do the trip via the S&C, changing to Virgin at Carlisle in

4 hours 12 minutes.

Three minutes slower via the S&C but a massive 59% saving of £60.50 !

Tell your friends.

Mark Rand

Bus Links off the S&C

Despite impending budget cuts, there are still some good opportunities to explore beyond the line. The Western Dales Minibus runs every Saturday from Dent Station (10.20) to Dent & Sedbergh with return buses from Sedbergh at 15.00 and 16.50 and Dent at 15.15 and 17.05; a later journey may operate from April.

Little White Bus runs daily (inc Sundays) from Garsdale Station to Hawes with demand responsive extensions down Wensleydale and over Buttertubs to Upper Swaledale.

The 581 runs Monday to Saturday between Settle and Kirkby Lonsdale via Austwick, Clapham and Ingleton and opens up lots of opportunities for long linear walks over Ingleborough and Wharfedale and also into Barbondale and over to Dentdale (Saturdays only!). The 09.30 and 11.30 buses from Settle connect with Morecambe line trains from Leeds at Giggleswick Station; wait opposite the entrance to the Craven Arms Car Park on the Giggleswick lane.

At the time of writing (mid January) North Yorkshire, Cumbria and Lancashire County Councils were all consulting on major cuts to bus services from April onwards. FoSCL have responded to these consultations stressing the importance

of integrating bus and rail services whilst an excellent publicity leaflet summarising bus links currently operating is being distributed. Use these buses whilst you can!

One cut already implemented is the splitting of the Bowland Transit service into two separate sections: Clitheroe to Slaidburn Mon - Fri only and Tosside - Settle - Stainforth - Horton Mon - Sat with no buses over the county boundary between Tosside and Slaidburn. This fragmentation is likely to be repeated across the area unless councils agree to share the cost of cross-boundary services. There are still buses between Clitheroe and Skipton (X80/180) to enable journeys to be made between Clitheroe and Settle.

Looking ahead if you are planning to watch the Tour de France in the Dales on July 5th & 6th please be aware that many roads will be closed or severely congested and several bus services are likely to be suspended over that weekend.

With many changes in the pipeline please check with www.dalesbus.org <<http://www.dalesbus.org>> before travelling or call Traveline on 0871 200 2233. If you have any comments on DalesBus services please contact me on 0115 9322356 or media@dalesandbowland.com

John Disney

4, Railway Cottages, Garsdale Head, Sedbergh, 3 Bedroom Cottage



This former railwayman's cottage sleeps 6 and is situated alongside Garsdale Station on the Settle-Carlisle railway. Situated high on the hillside it affords excellent view across fells and moorland. The cottage is fully double glazed, comfortably furnished, has oil fired central heating, open fire and satellite TV. Children and well behaved dogs are welcome.

Open all year.

For brochure or additional information contact:-

Wendy Mills Tel 01702478846

Email: trevor.mills@talktalk.net

Website: www.dalescottages.com

Ticket Interchangeability Between Morecambe and Settle Carlisle Lines

From 1st January 2014 Northern Rail have agreed to permit limited interchangeability of tickets between the Morecambe and Settle-Carlisle lines. This means that a passenger travelling from the Leeds direction will be able to purchase a Bentham return ticket and use this to return from Ribbleshead or travel to Ribbleshead and return from Bentham. Similarly a Clapham return ticket will permit return from Horton [or Clapham].

The simple proviso is that the more expensive return ticket must be purchased this usually being on the Morecambe line.

The existing arrangement for Settle and Giggleswick tickets remains unaltered in that these stations are interchangeable.

This is an extremely useful concession and avoids the necessity of purchasing the

more costly single tickets. Thanks are due to Drew Haley of Northern for arranging this.

The arrangement will permit some interesting walking opportunities such as the 10 mile linear walk from Bentham to Ribbleshead. Briefly, the route leaves the centre of Bentham and crosses Bentham Golf Course, Aspland Beck to emerge at Foregates Farm on the outskirts of Ingletton.

Thereafter the route progresses through Ingletton and after ascending Ingleborough takes in the classic high level route along the edge of Souther Scales Fell. A swift descent can be made from Park Fell to reach Ribbleshead Quarry Nature Reserve and Ribbleshead Station. There can be few better fell walks on a fine day! A full description can be found at <http://www.aucu61.dsl.pipex.com/ribbleshead.htm>

There are a few other alternatives including Clapham to Horton via



Ingleborough and the longer Bentham to Ribbleshead via Wharfedale.

Please make use of this excellent opportunity!

John Carey



Above: Buffered power car No 43014 leads the New Measurement Train through Garsdale on 19th August 2013. Note stone blower DR80213 in the siding.

Photo: Roger Templeman

Left: The northbound '15 Guinea Fellsman' of 7th Aug 2013, hauled by 44932 and 45231, crossing Dent Head Viaduct, framed in a derelict dry stone wall.

Photo: John Cooper-Smith

Obituary

John Roger Tardif 12th January 1944 – 16th December 2013

Roger, as he was always known to family and friends, was in at the very beginning of FoSCL, being a member for many years and he was very proud of his membership number – 9.

Born, brought-up and living practically all his life in Nottingham, Roger was passionate about steam locomotives, hill-walking and the Settle – Carlisle line. For

many years he was a regular participant in the Saturday guided walks from stations on the line, often in the company of his close friend from Bradford, Jenny Bye, who died tragically early from cancer in 1999 and is commemorated by a memorial bench on the southbound platform at Kirkby Stephen.

After leaving school, Roger worked for several years at the Ministry of Transport before going to Lancaster University as a mature student. Having gained his degree, he pursued a career in local government with Nottinghamshire County Council until taking early retirement to look after his elderly mother.

Roger also had many other interests, including football – he was a Nottingham Forest and, somewhat surprisingly, a Heart of Midlothian supporter – as well as cricket and tennis. He enjoyed folk music, jazz and blues and closely followed politics and current affairs, being a keen Guardian reader and prolific writer of letters to the editor. He also enjoyed a good pint of real ale and, on the rare weekends when he was not slaking his thirst in a Dales pub after a long walk, he could often be found in the Black Horse at Caythorpe, outside Nottingham, earnestly putting the world to rights with his friends.

Roger suffered a major stroke several years ago, which curtailed his ability to visit the S & C on a regular basis. He was admitted to hospital for heart surgery in December and seemed initially to be making a good recovery, but unfortunately he contracted pneumonia and passed away a month before his seventieth birthday, leaving a sister, Benita and several nieces and nephews.

In many ways a very private person, Roger was very methodical and precise in everything he did and was very loyal to his many friends. He loved the Settle – Carlisle line and expressed the wish that his ashes should be scattered on the southbound track at Kirkby Stephen, adjacent to the memorial bench to his friend Jenny. It is hoped that this can be organised for a date to be announced sometime in the Spring.

Andy Grant

Settle & Carlisle Railway Trust

'All collections, great and small'

The S&C Trust is well known for saving and preserving buildings and structures on the line, most recently the Station Master's House at Ribbleshead. What is perhaps less well known is that the Trust has responsibility for a comprehensive archive and numerous small objects. A key objective of the Trust is to 'promote public access and public knowledge' for the material under its control. With this in mind I have been asked to lead a small group to take things forward (I have a life-long interest in the Midland Railway, live near Langwathby station, and am a member of the National Railway Museum Advisory Board, leading on research and archive matters.)

Our Terms of Reference are:

To identify, record and conserve collections of material, records and archives of the Settle Carlisle railway and to make them accessible in order to increase public knowledge and understanding.

Our initial action plan is:

1. To list all the collections, records and archive material. Nigel Musset and others have already done some excellent work. We want to build on this and create a

comprehensive database.

2. To develop a collecting policy including views on material for future preservation.

3. To consider where material should be kept so that it is well cared for, and also accessible.

4. To make the collections accessible.

This is our biggest task. We would like to make as much material as possible available on-line. This means we need to digitize material, and describe what we have to enable on-line searching. We are particularly keen to develop an on-line 'photograph shop'.

We recognize that individuals and other organisations have already done much work. We want to build on this and work co-operatively to create the best possible resource for anyone interested in any aspect of the Settle-Carlisle line. We are particularly keen to make material available to people whose main interest may not be railways: family historians, local historians, students etc.

This is an exciting development for the Trust. We will report progress on our website, and (with the editor's permission) through the Journal. If you have any comments, or feel you can support in any way, please contact me at: bryangray@bryangray.co.uk

Bryan Gray



The photographs show the Ribbleshead Station as it was in 1996 (L) and in 2013 after restoration by the S&C Trust.

Photos: Alan Osborn



Comfortably sleeping 4 people, the restored and beautifully fitted out Station Master's House at Ribblehead is a great place to stay to enjoy the landscape and the railway.

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or visit the website at
www.sandctrust.org.uk/stayatastation/
for a full listing of the dates available.

Not Such Good News



Above: *Old-style DMUs still worked some services, such as this Carlisle - Leeds, at Appleby on 23/2/1989.*

Below: *The Warcop branch closed on 16/3/1989; and 31217 worked the "Last Trip" of ammunition vans, seen in the unloading dock at Warcop.*

Photos: *Pete Shaw*



Things Look Up



Above: After the line was saved, Duncan Black, Chairman of the English Tourist Board, rode on the line. He is seen (L) at Garsdale with the then FoSCL Vice-chairman, the late Gerry Thorpe M.B.E. 24/8/1989.

Below: Better rolling stock and loco-hauled attracted more passengers. 37508 on a Carlisle - Leeds at Garsdale on 19/8/1989.

Photos: Pete Shaw



Special Traffic Report

9th Oct 2013	2 x Class 47s	St. Neotts - Carlisle
12th Oct	46233	Lincoln - Carlisle
16th Oct	46115	Carlisle - Carnforth
19th Oct	57313/314	Carnforth - Carlisle
21st Oct	NMT	Heaton - Derby
9th Nov	45699	Carlisle - Preston
11,12,13th Nov	37682/667	S&C/Carnforth/Clitheroe - Radio Survey
18th Nov	NMT	Heaton - Derby
23rd Nov	NMT	Derby - Heaton
28th Dec	D9009	Crewe - Sheffield - Carlisle

Severe weather on Thurs/Fri Dec 26th/27th brought three diversions onto the S&C from the WCML. A double Voyager worked Preston to Carlisle; a coal train ran from Hunterston to Fiddler's Ferry - but came to a stand on Wilpshire bank; and the loco from the diverted Crewe - Carlisle departmental train was detached and sent to assist.

Pete Shaw



Deltic D9009 Alycidon on a Crewe - Sheffield - Carlisle special en route to the S&C at Saltaire on 28/12/2013

Photo: Pete Shaw



News From The Wensleydale Railway

www.wensleydaleraill.com

Akebar Landslip: WRA volunteers have re-scheduled planned winter work to deal with a second landslip near Akebar (between Finghall Lane and Leyburn) as a matter of urgency. Fortunately the operation of Santa Specials was not affected as these are not full-line journeys. An appeal has been launched to help cover repair costs of the second landslip.

Full 2014 timetable details are not yet available; for current information please see WR website or phone 08454 50 54 74.

Springtime Events with WR Connections:

Friday May 2nd (daytime): WR's annual one-way walk from Garsdale station to Hawes offers a choice of route: 10 mile high-level strenuous or 6 mile moderate. Trains on the Settle-Carlisle line arrive Garsdale 10.02 from Carlisle, 10.22 from Leeds. Both walks start from the station at 10.30; no need to book.

However for travel on the Little White Bus from Hawes to the station – either before the walk or return from Hawes in the afternoon - please pre-book seats on the Little White bus (phone 01969 667400).

Or why not book B&B in Hawes overnight for a minibreak?

Friday May 2nd (evening): Talk in Settle on the campaign to save the S&C line by WRA's second chairman, Stan Abbott.

Saturday May 3rd (afternoon): Talk in Settle by early WRA fundraiser Ron Scholes on Alfred Wainwright. Details on:

www.ride2stride.org.uk

or phone 01729 825192.

Ruth Annison

Bookfairs at Settle

Bookfairs are being held at the Victoria Hall in Settle on Bank Holiday Mondays 5th May and 25th August from 10.00 to 16.00 hrs.



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More on Business Cases

In the November issue of the Journal, I wrote an article on the need for business cases. This led to feedback from some members: one wanted a simple explanation, some others thought I was being unreasonable.

Regarding a simple explanation of business cases: for example, you've got a proposal. How much income will it generate and how much will it cost? If the income exceeds the cost, then you have a financial case that's worth pursuing. But the devil is in the detail: how do you produce a credible estimate for income, and find out some hard facts about the costs? Without these you won't convince government or the rail industry.

What do they want? See the flowchart explaining the Department for Transport's franchising process. It's now completely transparent and is understandable if you take the time to read and absorb it. In the early stages the DfT has to "Analyse the business need and develop options". Part of this is "Construct and gain approval for Strategic Outline Business Case". And then, as part of "Develop Franchise Specification", there is "Develop and gain approval for Outline Business Case". Business, business, business – you can't get away from it nowadays, even in the deepest recesses of government. I suppose as taxpayers we should be pleased that they're not going to throw our money around.

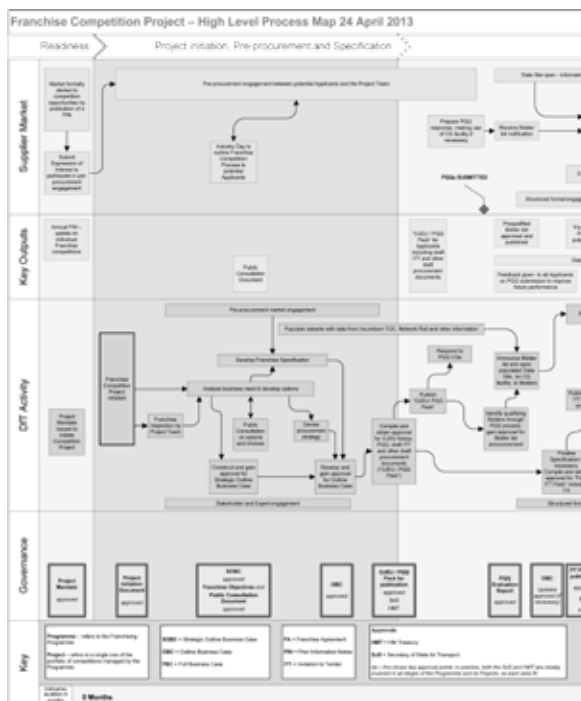
Part of the early stages is "Pre-procurement engagement between potential Applicants and the Project Team". At this stage Stakeholders such as the Counties and user groups have not been formally consulted: they have to wait for the public consultation exercise that every franchise goes through. For the Northern franchise we're not there yet. But we, FoSCL, have been fortunate. Right from when Douglas Hodgins and I went to see Theresa Villiers, then Rail Minister, in

London 18 months ago, we've been putting forward the message that it's only we who really understand this line, and we've put far more money into it than anyone else apart from the TOC and Network Rail. Therefore we should have a say in the next franchise specification, along with all the statutory consultees.

We've achieved this; is it a first for any rail user group? We have the ear of the Project Leader in the DfT, and the Secretary of State's Special Advisor. And now – you've guessed it – all we have to do is come up with a credible Business Case. Paul Levet has done this for the Manchester service and a couple of us are working on Leeds-Carlisle.

Shall we succeed? Difficult to say, the railway industry moves in mysterious ways and takes a long time to make changes. But we believe we've got a lot further than FoSCL did for any previous franchises.

Richard Morris



A portion of the flow-chart.

Visit Leeds

I've never had the need of a clipboard and an orange jacket (it matched my hair nicely) to get into conversation with people on a train, but it turned out fine when I did. Your esteemed Leader, Richard, and I took the 9.07 from Armathwaite on one of the most beautiful days England could muster in December – a few high clouds chasing across a clear sky, branches of skeletal trees reaching up like hags' fingers into the blue, a light frost silvering the fields of the lowlands, with the highlands, the magnificent, slumbering Pennine giants, beyond.

My first victim said she often took the train to meet girlfriends in Leeds for lunch. Where was she off to? (I'm nosy). Loch Fyne Oyster Bar today, she said – I thought about jettisoning the clipboard and the jacket, abandoning Question Time and joining her, but I'd never have got away with it. I just hope all the crustacea turned out tickitee boo.

Next were three young people (anyone under 40 is young these days, to me) – this trio were probably in their early twenties. They were going to Leeds too. Shopping? Nah, nothing so pedestrian. They were from Bahrain, they said, and they were off to the Graduation ceremony in Leeds for the eldest, who had just gained her Master's in Business Law. When she goes home – she's only been in England to study – she will be one of very few experts in that field, as in Bahrain they study Law without the defined specialist areas we have in Britain. There's no Family Law, Corporate Law or Criminal Law, apparently. So, a link twixt the Carlisle to Settle and Bahrain. Who'd have thought it? Especially on a winter Tuesday...

Then there was the chap on a pre-Christmas, mainland break with his wife. They were from the Isle of Man, but here's the thing: his hat and my coat were related. My coat (probably the most expensive coat in the history of the Universe) is made from my own Manx Loghtan sheep. I clipped them, sent off the wool to Wales to be spun, had it woven on Islay by Gordon who did the tweeds for Braveheart, and had it made, to my own design, by a tailor in Aberdeen. It's a well travelled bit of tweed, and it traces its noble lineage to sheep on the Isle of Man, as did this gentleman's hat. The two garments were of precisely the same hue. They didn't exactly bleat at each other, but it was a

fine and actually, quite dandy, moment.

Another pair were off to York for a couple of days shopping, and their annual visit to the National Railway Museum – he grinned, she raised her eyebrows... They had boarded the train at Carlisle, but lived in Brampton and we agreed that the butcher there is one of the finest in Britain – I told them I was looking forward to some of his fillet steaks tonight, from Blue Grey cattle, and hung for six weeks. They slavered visibly. I'll lay you a pound to a penny that they don't dine as royally in York as I and a carefully selected companion will at Rowfoot tonight.

An elderly couple were going to Paris. As you do. Appleby to Leeds, to London, to Eurostar to Paris... for Christmas. And back. An epic rail adventure, that. On our return trip from Settle, there was a nice couple from Malta; she had had a bit of a rush of blood to the head and made an impulse purchase: a house in Selby. "I do love Yorkshire," she explained... Fair enoughski.

Several travellers were there just for the hell of it, just to see the scenery – the marvellous miles and miles of absolutely nothing at all that the train rolls through on and from its journey to Leeds. Some were on business, others visiting friends, every one was co-operative and friendly, most were positively chatty – especially about the weather. "Fabulous day," I'd say, gesturing to the glory of winter sunshine, and do you know what? Without exception they all replied with a variation of "oooh, it all changes tomorrow..." Typical.

A final observation: if Richard and I had been (with a small army of reinforcements, obviously) on the 9.07 from Woking to Waterloo, without exception, everyone would have been a) grumpy and b) going to work. No one would have bought a house in Selby on a whim, wearing a Manx hat or heading for an oyster bar. You definitely meet a more eclectic range of travellers – happy adventurers even – on the Carlisle to Settle.

Next day, an email drops into my inbox. "Visit Leeds" it exhorts. You know, I might just do that...

Jackie Moffat – Writer in Residence

The Settle Navy Hut - Part 3 Rebuilding at Settle by Mark Rand



The hut at Appleby before removal to Settle

Rebuilding at Settle: By now our TV programme had been shown (February 16th 2012 and some repeats). Our local authority planner, ominously named Jack Sykes, confessed that he watched it with trepidation and had not told his colleagues about it just in case! The work on the tower itself was plainly good and we had followed all the rules. Earlier difficulties with the planning system (as distinct from the planner himself) had been resolved and a good relationship established. Planner Jack Sykes and I surveyed the woodpile versus the now approved plans. What if the salvageable timber did not match up to the approved plans? We agreed that so long as the outer dimensions did not exceed the approval we would do our best to comply but adapt and adopt as the re-build progressed. Jack kept a keen eye on our Blog www.settlestationwatertower.blogspot.com. This was an almost daily pictorial diary for the world to see and comment if it wished. Besides recording everything the Blog has been a useful tool for all manner of purposes, especially enabling new contractors to catch up with the build-so-far and to hit the ground running.

We had the great good fortune to have had as our joiner for the tower Dave Richardson. In an ideal world Dave would

have rebuilt the shed but the cost would have been unaffordable, even if Dave had had the time. I would have to rebuild it myself, with occasional help from friends and from Settle Coal's crane when needed. The 'Last of the Summer Wine' gang at Settle signal box were keen to help any Saturday. Most critically, joiner Dave Richardson, enthused by the project, kindly agreed to visit daily if needed and to advise. Because the water tower is in such a prominent location and because of its TV fame I developed an effective technique of enlisting the help of onlookers when I got stuck or needed a lift with the heavy timbers. I would assess the passers-by until an able bodied male seemed a likely victim, usually accompanied by a wife. I would ask the wife, tongue in cheek, "You're not a joiner by any chance are you?" On one such occasion the wife answered "No - but he is!" She was to have been a judge at the Great Yorkshire Show, cancelled in 2012 so they had time to explore the Dales. Her husband stayed with me for the entire day, doing some very clever joinery indeed. I began to think that God was on my side.



Navy huts at Marshfields, Settle, during the building of the S&C circa 1872

The build was slow but steady and in time a very handsome building began to emerge - pretty much as per plans. It was three feet narrower than the original and twelve feet shorter, allowing for rot. I got to know every inch of the woodpile. The areas which were not rotten proved to be remarkably sound. Much of the wood was pitch pine - all but unobtainable nowadays and madly expensive when it does crop up. I learnt that pitch pine was quite common and widely used in Victorian times. It

grows slowly, very straight and tall and is highly resinous. The pine smell when it is sawn is glorious and the resin makes it rot-resistant. But the resin is also a serious weakness - pitch pine trees catch fire easily. Forest fires do not kill the trees, which regrow from the base but those shoots do not produce the prized straight growth - hence the world's supply of useful pitch pine becoming depleted.

The Discovery and Detective Work: As each new piece of wood came into use I examined it closely for any clues that might advance the navvy hut theory but all I found were old bolt holes and stencilled letters and numbers in places, indicating it had been constructed as a kit of prefabricated parts, otherwise nothing. Hardly surprising considering the building was being rebuilt for the third time, at least, after more than a century of hard use in a railway yard and two demolitions. For any evidence other than a deep carving into the wood to have survived such hazards would be unlikely. The inside walls of the building had been lime-washed - many coats of it in places. Lime-wash was known to have been applied in the navvy camps in an attempt to stop the spread of disease which claimed so many lives. Here and there the remains of plain paper had been applied - perhaps as a way to draught proof the gaps between the boards. None of the paper bore any printing, writing or scribble - nothing. On the very last day of building the west gable I was being helped by former police colleague Peter Bennett. As we lifted the longest and heaviest (ground to roof apex) board onto trestles for preparation we saw, faintly visible through the lime-wash, what appeared to be news print. The only thing easily readable was the word 'penny'. The font appeared old. Elsewhere illustrations were just visible - etchings, not photographs. Coffee time. We set the wood aside carefully, recognising the possible significance. Presuming it was newspaper it should be datable. A date in or soon after the line's construction might tell us something helpful. A date after 1911 would simply mean it had been stuck on the wall when the building was known

to have been at Appleby. We took some encouragement from the careful removal of a wooden lath that ran along one edge of the board. The printed paper continued underneath the lath. Maybe the paper was already on the plank when the hut had been rebuilt at Appleby? Besides the date, the contents could be helpful. If it was something comforting or homely that could be quite persuasive.



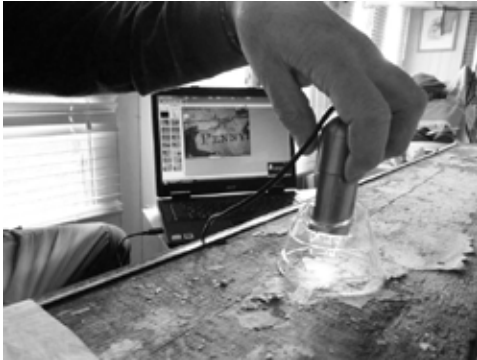
Stephen Allen at work on the plank from the Navvy Hut

Two police careers-worth of experience did not make us forensic experts nor paper conservators but we did know what to do or not to do to record and preserve evidence (Rule 1 by the way - Keep Your Hands in Your Pockets!). The website of the Institute of Conservation enabled us to strike further gold in the person of Stephen Allen (no relation to Network Rail's Gordon Allen). Living in Wensleydale, Stephen had been North Yorkshire County Council's paper conservator, now freelance. By coincidence a Wensleydale Railway member too. As soon as he heard the story he jumped at the opportunity to help, refusing any fee. I delivered the board to him and he set to work on it. Normally, a paper conservator would start work from the back of the paper but our paper was extremely fragile, covered in layers of lime-wash and glued in place. Stephen's only recourse was to dissolve the lime-wash layers - a slow and painstaking business. If it was a newspaper it would be logical to find the paper's title and publication date at the top. Sure enough

he found a frustratingly incomplete set of apparent newspaper title letters. The letters were

THE WE[]LY []U[]G[]T

I did some internet research and found that the only publication that fitted the mystery letters was The Weekly Budget - a paper aimed at a family readership, published in Manchester and later in London, selling for one penny. A 'penny dreadful' of its time. Armed with this, Stephen continued down the title page.



Detailed work in hand

On 4th October 2012 Stephen e-mailed me with the news that he had found a date. It was the Christmas 1878 double issue of The Weekly Budget. He had also done a phloroglucinol test on the paper itself which revealed that it did not contain unrefined wood pulp. This tallied with the 1878 date and also meant that the paper would not go yellow in daylight as does later wood pulp paper. Further down the three pages were etchings with captions in comic strip style but the story was unclear and would in any event take us no further if revealed.

The Verdict and Reflections: So, what should we conclude from all this? We still cannot say with 100% certainty that we have discovered a former navvy hut - but the evidence is almost overwhelming. The building had the look and size of a navvy hut. It had been on S&C railway land for at least 100 years. Its survival more or less intact was a result of enforced neglect - much as the S&C itself. It was the right

sort of building and was from absolutely the right date. Records show that navvy huts were still in use by families in 1881. A Christmas issue of a penny dreadful pasted on a lime washed wall strongly suggests a domestic rather than an industrial setting.

We may never know where the hut had been before Appleby or who lived in it. Why did somebody want to display these pages on their hut wall? Christmas 1878 was cold - very cold. It was early days for weather reporting. Manchester was the nearest weather reporting location and its monthly summary of the weather in December 1878 was just one word - 'terrible'. Not too scientific but graphic. The winter got worse. Perhaps the paper provided some comfort, merriment or distraction.

Quite a find - and quite a finale to the water tower project. For my part I have derived as much satisfaction and a greater sense of achievement from rebuilding this humble wooden structure than from the tower itself. The Victorians who built both have my utmost admiration. What a tragedy it would have been if the Settle-Carlisle Line had been closed and all this heritage lost. I am so glad that Michael Portillo could be with us to see the conclusion of our project, to celebrate the line's bright future and to see for himself this amazing relic of those who built it.

Mark Rand



The Water Tower in the 1960s



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Tourism & Leisure Award 2008



As featured in a BBC2 documentary on England's great railway journeys.



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The Snow Hut is available on a limited weekly basis with first option to those who have already booked the station.

The weekly Snow Hut fee can start from £400 so please call for further information.



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Settle Station Signalbox – A Brief History by Bob Swallow

The signal box which stands at the south end of the up platform at Settle Station is not the original. We have a photograph of its predecessor provided in 1875 when the Settle Carlisle Railway was initially opened to goods traffic. Passengers were carried from the following year.

This early box, which was about half the size of the present one, was replaced in 1892, presumably due to the expansion of the goods facilities requiring more points and signals. For just over one hundred years this box, which when new cost £235, stood at a point some two hundred metres further south than now and adjacent to the goods shed. Goods traffic into Settle was considerable. Derek Soames, who spent just over fifty years working on the railway, started his career at Settle in June 1945 as a junior porter and recalled animal feed being delivered for two provender firms. There were then five coal merchants working out of the goods yard. Horses would arrive for Langcliffe Hall by horse box, plus much more general merchandise. All this entailed a pick up goods train to call at least twice daily.

On the down (north-bound) line there was a lie-by siding. The Midland had a bit of a thing about facing points so if a goods train had to be 'put inside' to let

something faster pass this was accomplished by the slow train being reversed into the lie by siding. All this was organised by the signaller on duty.

Gradually goods traffic diminished as the motor lorry came into its own. Later passenger traffic went the same way with the popularity of the private car. Beeching simply exacerbated the situation. Goods facilities were withdrawn from Settle on 12th October 1970.

Settle Station Signal Box was made redundant in 1984 before fate took a hand. There had been no less than thirty five boxes between Hellifield and Howe and Co's siding some five miles south east of Carlisle. British Rail, at the time when the line was being deliberately run down, took the easy option of disposing of the majority of them after recovering anything which might be useful. Half a gallon of paraffin and a flaming torch usually did the job. Settle Station box was saved by its proximity to an industrial unit, one of many erected on the site of the former goods yard and even now known as 'The Sidings'. Just nine semaphore boxes still remain operational between Hellifield and Howe and Co's siding. There is however a further preserved signal box at Armthwaite opened to the public on request.

Below: The box

Below Left: A view of the lever frame showing the block shelf and instruments.

Photos: Bob Swallow



During 1997 an approach was made by several members of the FoSCL to Railtrack with a view to saving the box as a visitor attraction. Railtrack was agreeable provided that the box was moved to a fresh location adjacent to the end of the up (southbound) platform. The late Derek Soames was one of the few local stalwarts remaining who undertook this herculean task. This involved the shell of the box, weighing around seven tons, being secured with banding prior to it being lifted by crane onto four permanent way trolleys, two on each track, before being pushed against the grade towards the station. The lever frame was dismantled and removed prior to this. Needless to say all this was undertaken at a time when Railtrack had a possession over the line while working on a section further north. The full team, as I understand, comprised Keith Winnery - Manager on behalf of Railtrack; Roger Hardingham - Project Manager; Glyn Hague; David Richardson; Derek Soames; John Turner and Toby Woodhouse. John Turner even slept in the box to make greater use of his free time. Toby and he were very much the leading lights in its restoration. The box is still owned by Network Rail, being classified as a 'non-operational heritage asset' and on long-term loan to FoSCL.

It took nearly six hours to move the box two hundred metres on a dark and wet June night during 1997. It was compounded by the six foot – that is the space between up and down lines – actually decreasing marginally approaching the platforms to allow clearance through them though this only became apparent as the operation was taking place. Eventually with only minutes to spare before the line was reopened, the box in its cradle was lifted onto its newly prepared concrete base.

Another view of the frame showing the entrance to the box and various displays. Note the handwheel visible under the first window on the left; this was used to tighten distant signal wires if they sagged in hot weather.

The frame was carefully renovated and relocated followed by two years skilful and dedicated work before the box was opened for the public to be admitted.

Settle Station Signalbox in More Recent Times: It was envisaged that the box would be more than a static museum, the public being invited to try their hand at working the levers. Settle has a twenty lever frame and boasts a track diagram created by the late great George Horner, signalman at Blea Moor for many years, a duty he shared with his father who strangely followed his son into railway service rather than the other way round.

Other than the late Derek Soames, a retired signalman, the present team of volunteers had no railway background. So when we wanted to improve the facilities the obvious place to advertise was in this magazine. Tim Parker, Supervisor at Settle Station, read this and introduced us to Malcolm Sissons, Senior Signal Technician (retired). Malcolm was based in the Leeds area but did work on the S&C travelling as far north as Blea Moor on one never to be forgotten winter's day.

Under Malcolm's expert tutorship the facilities are now much improved. In addition to home and distant signals we have a point coupled to a ground or dolly signal. These are correctly operated through interlocking designed and fabricated by Malcolm. Additionally, the way things now operate, in effect we have two signal boxes, Settle Junction releasing



the levers on the up main line at Settle Station. Not easy to describe, much easier to demonstrate. When we have a problem we put it to Malcolm along with a large mug of tea. He lights up his pipe outside atop the box steps and in due course comes up with a solution which invariably is the easiest way to tackle the problem.

All the levers are colour coded: red operating a home or starter signal; yellow a distant or caution signal; black operate points; levers with black and white chevrons place detonators on the line in an emergency, one on the up line, the other on the down; white is a spare.

For reasons which are not entirely clear to us, we have been dubbed, 'the Summer Wine Crowd' though I hotly refute being likened to Compo. Actually being tall and wearing glasses I think the rest of the gang have me down as Foggy. Apart from Derek who made sure that we told the tale right, there are two Robins, Robin Corbett with a background in engineering, Robin Benzie and our latest recruit Ged Pinder share a lifetime in joinery which is put to good use. For myself other than having a

powerful voice my forte is in marketing. The box is these days self-financing. Although we do not make any charge, successful members of the public may after a short period of training purchase a certificate to the effect that they have been passed to operate the box. Amazing how many folk queue up to be certified! Several of them complete our visitor book which boasts names from around the globe.

Recently it has become apparent that Settle Station Signal Box is in need of exterior repainting. A big job this which attracted some big quotes top side of £2,000. This was way beyond our means so we have ourselves made a start during 2013 on tackling the south elevation, this being the most exposed to the elements. We were hoping to have both this and the north end, which is the point of entry, completed before the arrival of winter weather.

During the winter months we light up the stove which in these days of central heating is for many folk a rarity. We have suggested charging those who stand in

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Dining Room: Porter's Room

Kitchen: Lamp Room



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ring David and Madeleine Adams on 0161 775 5669 or email dgma@talktalk.net

front warming their backsides. A little more marketing.

At lunchtime on Saturday we have a standing order with a local fish and chip shop for fishcakes. We ring up fifteen minutes before they are required mentioning the 'Summer Wine Gang' and the number needed. They are a meal in themselves though Ged invariably manages two. (Bet he can't eat three.)

We do though have a problem. We are all now well into and possibly beyond our second childhood. Still reasonably fit, there is bound to arrive a time when younger blood is required to continue operation of the box. You need to be fit to pull some of the levers which are heavy. There is actually a knack in this. In no sense are ladies precluded, after all during WW2 Selside box between Horton in Ribblesdale and Ribbleshead was for a time staffed exclusively by women.

Interested, then pay us a visit practically any Saturday between 10am and 4pm, or ring 01729 822740 for more details? You will need to be prepared to attend on a regular basis though not every Saturday. You also need to be prepared to get your hands dirty. Oh yes, nearly forgot, you need a good appetite!

Finally, there is the spectre of the majority of the nine mechanical boxes which still operate the line being closed

by 2020 and superseded by a power box of which twelve are proposed to cover the whole country. There have been suggestions that at least some of these nine be preserved. This needs very careful evaluation. Garsdale would certainly warrant consideration being as it is sited on the down platform and therefore there would be no question of having to cross railway property to access it. Additionally it is close to several domestic properties and hopefully therefore less susceptible to vandalism. Blea Moor, another which has been mentioned, is out in the wilds, difficult of access, would presumably lose its power supply and be a prime target for vandals.

At Settle Signal Box we are self sufficient, this due to its location and our own marketing. Blea Moor box is a very different ball game. At twice the Settle elevation maintenance alone would be a massive problem.

Surely a more viable alternative (and this would obviously require Network Rail approval) would be for it and other surplus boxes to be offered to the many heritage railways who have the expertise to relocate, make good and actually use them for the purpose for which they were designed, possibly with the stipulation that they retain their former name. The former Ais Gill box is of course a case in

point being sited at the Midland Railway Centre at Butterley.

Food for thought.

Bob Swallow

*The 'Summer Wine Gang' in the box:-
L-R*

*Bob Swallow,
Malcolm Sisson,
Ged Pinder,
Robin Corbett
and the late
Derek Soames*

*Photo:
John Burrow*



Walking the Settle to Carlisle Way

Part 1

by David and Sylvia Barnard

We had a wonderful time last summer walking the Settle to Carlisle Way, and would like to commend its pleasures to FoSCL members.

The Settle to Carlisle Way is not as yet an official long-distance footpath and so is not waymarked, but sticks mostly to public footpaths, bridleways and country roads. The scenery is glorious, the birds and flowers were superb when we walked it (and as a bonus the weather was sunny and pleasant most days), the railway architecture is impressive and the trainspotting great fun. The Way passes through or near pleasant towns and villages and there is no problem with accommodation and food.

We can thoroughly recommend *Settle to Carlisle Way: walk the famous railway* by Vivienne Crow, published by Rucksack Readers and reviewed in a recent issue of FoSCL's magazine. The book is nicely produced; it is water-resistant with a clear font and good supplementary information and illustrations, and the spiral-bound pages fold back neatly over the top as you progress along the walk. The route is well described, with a three-page-sized fold-out map, although due to the lack of waymarking over sometimes rather featureless terrain we did get lost on occasion, so at least one of the party should have a compass and a sense of direction! There is a useful accompanying Harvey map, tough, compact, light and waterproof, which covers the entire route. The 1:25 000 OS Outdoor Leisure and Explorer maps are on a larger scale, which some may prefer – we used both those and Harvey's. Enjoy!

Diary of the Settle to Carlisle Way -

Saturday 15 June 2013, Settle-Horton

(8.4 miles): We stood taking pictures of each other on the platform at Settle while the train slowly moved out. 'Where's my cagoule?!' - It was left on the train because I had moved it to a nearby seat ready for departure and David didn't notice he wasn't wearing it till the train had disappeared... With it went his warm

gloves and house keys, never to be seen again as a thief seized the opportunity to steal them before the carriage could be searched at Appleby. A race round the town resulted in the hasty purchase of a cheap replacement, mercifully not needed that day.

Dozens of Saturday walkers rambled past the old mills and through the buttercups and cow parsley in the meadows, one large group of all ages on a parish outing. We ate our sandwiches seated on limestone boulders by the rushing waters of Stainforth Force, fortifying ourselves for a steady climb with Ingleborough on our left, Pen-y-Ghent ahead.

At Moor Head Lane the panorama was of blue sky, with cloud shadows on the green dales. A small distant two-coach Northern Rail train beetled along the valley. Beautiful wood avens, marsh marigolds and bird's-eye decorated the verges and when we descended to the plain we passed through lovely flower meadows by the river Ribble. Under one of the railway bridges a burly farmer and his wife were corraling their sheep, some of which, he told us, were Texels – big, heavy animals, originating from an island in the Netherlands, which, conveniently dual-purpose, produce lean meat and knitting wool. Walkers in both directions had to wait for the sheep to sort themselves out before we could continue under the bridge. A Theakston's in the Crown Inn at Horton was a suitable end to the walk.

The train, rattling round the steep camber at the station, was five minutes late, but, as a fellow walker assured us it would, it made up the time for our satisfactorily punctual return to Leeds station.

Monday 17 June, Horton – Ribbleshead

(6.6 miles): We alighted at Horton (the refreshment trolley taken on board at Settle appeared, alas, too late). A steep lane led us along the Pennine Way. At about 10.30 we saw a 20-wagon Freightliner thrumming in the direction of Carlisle, followed by a two-coach Northern Rail train going the opposite way, a tiny toy train dwarfed by the grim magnificence of Horton's quarries. These were the first of many we observed in each direction over

the fortnight, the distant train-spotting adding greatly to the fun.

We had a good view of a meadow pipit perched on a fence pole, and enjoyed amazing skylark song overhead. The Three Peaks were now in sight (here the new section of the Pennine Way route caused some confusion by joining our path earlier than the defunct one described in the guidebook). We spotted the distant 12.49 ex-Leeds, due in Horton at 13.57. Ribbleshead viaduct came into view from the Pennine Way, its arches, indistinct in the hazy atmosphere, looking like the folds of another limestone crag; Whernside was a dark brooding bulk behind. A farmer was herding his sheep and lambs over the rough grass, hedging his bets with a quad bike and an enthusiastic sheepdog. More trains passed, including a gypsum train with its containers, rectangular and identical, arranged in threes. (We should have paid more attention to the technical information on freight in the excellent Settle-Carlisle Journal!)



Alas, Poor Yorick!

Tues 18 June, Ribbleshead – Garsdale (10.9 miles): At Leeds station there was a guard, shortly afterwards joined by a driver, on the platform, but no train and no information. 'Like mushrooms, they keep us in the dark,' said the guard jovially. The 08.49 left at 09.18, so we were half an hour late starting for Ribbleshead, from where Blea Moor was a sinister but fascinating climb – steep and muddy, with stones, bricks, great spoil heaps and ventilator shafts festooned with communications equipment. We ate our sandwiches on the only unmuddy spot, a stile at the top of the moor, amidst the

bog cotton. Downhill was an impossible 'path' to Dent Head viaduct, (extremely steep, very narrow, with expanses of sloughy mud). Dent Head Farm had fancy poultry (turkeys, geese, hens) in the yard, and notices to reassure walkers not to be scared but to walk bravely and quietly through! (Dear, dear, what have we come to?) Arden Gill viaduct had a train going over to Carlisle about 12.14, and later a two-coach train to Leeds, but David was too slow to get the camera out (again).

This was a gruelling climb in extremely hot weather, with a very long road walk between flowery verges to finish.

Wed 19 June, Garsdale – Kirkby Stephen (13.2 miles): Our train to Garsdale passed 61994 The Great Marquess 'Steam Special' at Hellfield waiting to set off, lots of coaches decked with vases of artificial-looking flowers and crammed with passengers (mostly elderly like us). *The Great Marquess* (LNER Class K4) was designed by Nigel Gresley for the steeply graded West Highland Line which ran from Glasgow to Mallaig. All six locomotives which served there were named after Highland chiefs and grandees; they were withdrawn in 1961 and the Great Marquess (for James Graham, Marquess of Montrose) is the only survivor.

We climbed to Lady Anne Clifford's Way among a profusion of calling birds – curlews, oystercatchers, lapwings, skylarks, pipits and one wheatear. It was a very pleasant walk high on the hillside, with little streams rushing downhill over rocky beds past (sadly) abandoned and derelict old stone farms, and notices informing of a heather project to encourage black grouse. The watershed between the rivers Ure and Eden was passed and we were beginning to enter a different geology – soon red sandstone would take over from grey limestone. *The Great Marquess*, steaming over Dandry Mire and Lunds viaducts and dwindling to a long black smudge on the horizon, was an exhilarating sight. Water Cut, one of the Eden Valley sculptures, provides a high place to sit and enjoy the view, but we hared on round the base of Birkett Common, briefly exploring the ruins of Lammerside Castle en route.
(To be continued)

Letter to Philip Johnston

It was a wonderful surprise, and a happy coincidence that we found ourselves at the same table for the CCF (Combined Cadet Force) Dinner on Monday 16th. December. As a member of the Friends of the Settle - Carlisle Line since 1983, I was delighted to meet you. I told Susan Shilladay, my Commanding Officer from Bridlington School CCF, that it was the dedication and determination of people like yourself and Edward Album who saved the Settle - Carlisle Line from closure. Michael Portillo only signed the letter. It is entirely due to the efforts of your dedicated group that we have retained this unique historic infrastructure for all to enjoy.

Michael Portillo urged the Friends to continue their support, to help improve the services and the infrastructure. Whilst this is an ongoing commitment visitors to the line today can see what has been achieved.

Consequently I firmly believe the Friends have a vital continuing role, as a partner, in the future of the line.

Like so many supporters of the line I love walking in the Dales. As a geographer I am able to appreciate the landforms. The Settle - Carlisle railway line enables easier access for those of us who live some distance away. However I would like to be able to do more than be an "armchair member" and I will offer my services to the Secretary. Again, it was very nice to meet both Edward and yourself.

Peter Hardy

Below: Taken at the Falcon Manor Hotel, Settle, during the 'Line Saved' celebration event in 1989, this photo shows (L - R) the late Miss O.M. Richardson (FoSCL Member No 1), the then FoSCL Chairman Brian Sutcliffe M.B.E., the then FoSCL Vice-Chairman the late Gerry Thorpe M.B.E. and Graham Wiltshire.

Photo: Pete Shaw



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.

Business Cases

It would be sad indeed if, following material in Magazine 134, members or others were deterred from making suggestions or even expressing their dreams because they could not back them up with a business case. Equally so, it is wrong that office holders cannot convert enthusiastic assertions into reality. They should be censured.

Considering assertions, two statements in Mr Whitton's otherwise interesting email are just assertions of opinion:-

"But, I think there is now enough of the past that is preserved"

and
"---- there are two boxes that have been preserved and that is enough".

"Enough" is never a standalone justification and there may be others who value the S&C line with alternative ideas. Perhaps some of these ideas could even be supported by a business case!

Raymond Flint – Morecambe, Lancs

It is disappointing that the membership is being asked to 'put costs on their proposals' (November Magazine, P.30) and effectively produce a business case before submitting ideas to the magazine. This is likely to be beyond the skills of most members, and so will deter people from sharing their ideas. Surely any suggestions for improvements should be welcomed, and the committee can take forward those they feel have a business case.

A year ago I submitted the idea of an additional Carlisle station (February 2013, P.38), on the basis that thousands of people who live in the Botcherby / Harraby areas face barriers to accessing the Leeds / Newcastle lines at the existing Carlisle station. This was dismissed by the Chairman (May 2013, P.38) as not being 'financially viable', and so it would have been a waste of time attempting to produce a business case.

Clearly Mr Morris feels that £600,000 was

too high a price to pay for a new station at Conan Bridge in Scotland, the only benefit from this will be direct access to rail services for this community forever. Now we read that £1.8 million is to be spent on Carlisle station (November 2013, P.24) to reopen a couple of lifts and a subway. Obviously the business case for this development was overwhelming.

Meanwhile Exeter will soon have an 8th railway station (at Newcourt), and so with a population of around 120,000, Exeter will have one station for every 20,000 residents. The population of Carlisle is around 75,000 and has to make do with a solitary station. This makes me wonder how much easier it must be to make the case for a new station in Exeter whereas in Carlisle it's a 'non-starter'.

As a life member of FoSCL, I get a message card with every magazine saying "We have a number of projects currently underway, and if you would like to help with these, a donation would be appreciated". Before I make that donation, I would simply appeal to FoSCL to let me have more information about the proposals, put some costs on them, and convince me that the business case stacks up.

Toby Harling – by email



The new station under construction at Conan Bridge. Photo: Alasdair Cameron

Reading through the recent magazine I note there is a lot said about a business case but NO good explanation of what these two words mean. We need to be told by the various authorities in words ALL members understand what must be done to get any improvements to the line and services. Based on what I read I get the impression that a business case is another way of saying is closure by stealth.

Personally I would like to see:

- 1) a better train service
- 2) better longer and cleaner trains with a minimum service requirement of 2 class 158 dmu per train (and nothing less)
- 3) bus substitution to used only when engineering requires it and NOT to cover for lack of suitable units
- 4/clearance of disused track such as at Ribbleshead and the way into Carlisle
- 5) Heritage carriages and locomotives used on all services on Saturdays and Sundays. to both Morecambe and Carlisle

So who do I approach to get things done? I leave my comments to others who are better versed in getting our requirements because if not a declining membership?

Ian R. Bolton

Carlisle Station

Rather than spending lots of money on the subway and lifts, why do not NWR and VT simply reopen the Victoria Viaduct entrance, which gave level access to the island platform and its southern bays?

Stuart Hicks – by email

(Response from Richard Morris: *First, I'd like to thank Mr Harling for continuing a worthwhile correspondence which raises some interesting points. Also, a bit of controversy never does any harm, it elicits responses and starts a dialogue!*

Mr Harling takes issue with a number of points; let's address them one by one.

Yes, perhaps I was being a bit too harsh when I asked our correspondents to research their proposals and put some costs on them. No detail needed though, just some idea of how much they might cost – there's plenty of information in the railway press and on the internet which gives an idea of just how astronomical the cost is these days for anything but the most minor improvements. And then some idea of how the proposals might benefit the travelling public or perhaps the environment.

This is a good opportunity to explain how FoSCL deals with funding requests, be they from Committee members, members or outside bodies. The Committee Guidelines require anyone wanting a significant amount of money to submit a Request for Funding to a Committee meeting. In addition to an explanation of the purpose of the request and how much is being applied for, the applicant must make the case for a contribution from FoSCL, and how this will benefit the Settle-Carlisle Line. The procedure is transparent, works well and we believe leads to good financial management and productive allocation of funds. There is quite often animated and knowledgeable discussion before funding is approved or, in some cases, refused - or deferred pending further information. Without their necessarily having all the knowledge to do this in detail, it would seem reasonable for members to think how they might convince the Committee of the viability of their proposals.

But back to the idea of a second station for Carlisle. The cost really would be astronomical and Canon Bridge is regrettably not a valid comparison. An extract from the Friends of the Far North Line newsletter of September 2012: "We are delighted to report that Transport Cabinet Member, Keith Brown, MSP announced on 19th September that Canon Bridge station, which, as Canon, was one of the many closed in 1960, is to reopen at a cost of £600,000 in time for the £18 million resurfacing work on Kessock Bridge starting next February. Highland Council is to contribute a further £100,000 for road access. Although not confirmed, it seems as though it will be a one-door platform similar to Beaulieu. Work is to start in October."

Note: it's reopening a station, not building one from scratch, and it is indeed a one-door single platform, tiny, with a simple bus type shelter. You don't get much for £600,000 these days. Its reopening was the culmination of a long campaign which wasn't getting very far until the plans for a prolonged partial closure of the Kessock Bridge were announced – this carries the A9 over the Beaully Firth at Inverness and without this a very long detour by road is needed, unless of course you go by train.

Rather than dismissing Mr Harling's idea out of hand, I have recently asked Cumbria County Council for their opinion: yes, there is a triangular area of land between the Tyne Valley Line and the S&C which is unused. It is however rather further out than Botcherby and Harraby, near to the M6. And yes, at least one council officer had considered this as a site for a park 'n' ride serving the M6 and A69 from Newcastle. But it would be more likely to have a shuttle bus connection to Carlisle city centre than a railway station, and even this relatively low cost solution is unlikely to happen. I have to say though, that although we have spoken to literally thousands of rail passengers over the last three years, not one person has ever mentioned that they would like a second railway station in Carlisle. So I think it reasonable to ask where is the evidence of the demand for this?

£1.8 million is indeed being spent on new lifts at Carlisle Citadel station. This is to provide disabled access to the island platforms 1,2 and 3. Currently disabled passengers have to be transported over the footbridge in a special battery-powered vehicle. There are a couple of old goods lifts but as far as I know they have been out of use for some time. They are being replaced by proper passenger lifts, connected by a subway beneath the tracks. This subway was already in existence, but has needed a lot of work to ensure that it was compliant with the regulations governing disabled access. This work is to be welcomed as it's a first small step towards making more use of the acres of redundant space beneath the station. £1.8 million? Well it just goes to show how relatively little you get for your money nowadays.

Finally, members' donations: our membership is very generous and we're grateful for these. They are put to good use, mainly for heritage purposes. In recent years £10,000 went into the refurbishment of Garsdale station, £10,000 into the gateway arch and waiting area by platforms 5 & 6 at Carlisle station, and £15,000 into the refurbishment of Appleby station. This last was pump-priming and within days released contributions from other bodies to the full cost of £120,000. But all this is dwarfed by the money that has gone into the Settle & Carlisle Railway Trust in the past, and in particular into the Ribbleshead Stationmaster's House. This funding will need to be continued, it's an expensive business maintaining the buildings along the line that the Trust leases or owns. Should these decisions be the subject of business cases? Probably not. It's the government and railway industry that insists on these. What price our heritage?)

Special Traffic Report

I refer to the latest magazine and would draw your attention to the special traffic report on page 18, the working on 11th September with 47501 and 47805 did not originate from Heaton but Hooton in Cheshire. I was on that tour which worked to Carlisle over the S and C and returned via the Cumbrian Coast line to Preston and returned to Chester, working to time throughout.

I hope this clarifies the matter.

Martin Evans – by email

(Our Traffic Reporter says: Yes, my original handwritten copy did say Hooton, but my typist is so used to seeing the Test Train from Heaton in the lists, it got mis-read into Heaton, and not spotted during proof reading).



Hellifield

I am sure that you are aware that it would be possible for the Clitheroe train service to be extended to Hellifield. The central platform to the south of Hellifield station could be re-opened to accommodate these trains.

Obviously a change-line point would have to be put in together with the appropriate signals. It would allow passengers from the Clitheroe line access to the Dales and Carlisle; plus towns and cities to the east of Hellifield. I would also expect express trains from Leeds and Carlisle to stop at Hellifield for an improved service.

Another improvements would include better travel times and more ticket offers for passengers.

I would expect and hope that this would create extra passenger demand for the services.

G. Clarke - Leeds

Come and Say Hello!

In her article 'Come and Say hello!' in the November 2013 issue, Jackie Moffat asks "would the railway have been necessary if the river had been navigable?" Probably yes as the Settle-Carlisle was built less to serve the intermediate country than as a direct, independent link for the Midland to Scotland and after enduring obstructionist tactics by the L.N.W.R. at Ingleton. In fact one wonders, if the Settle and Carlisle had not been built, whether the Clapham Junction – Low Gill line would have been a main line to Scotland.

Tony Bills – Harrogate

In Praise of Great Knoutberry Hill - Some Additional Thoughts

The name 'Knoutberry' has other possibilities besides the King Knout (Ref. 2) – In the past the hill was (and

still is) used to graze cattle, the local name for the cattle (especially horned ones) was "nowts" and the persons tending the cattle were known as "nowterers" hence the name 'Nowterers Hill'. (Ref. 1)

The damage done by the Ordinance Survey in the mid-19th century cannot ever be forgiven or forgotten. Considering that the O.S. would only employ graduates from either Oxford or Cambridge Universities, nearly all of whom would be natives of the South of England, they would find it almost impossible to understand the local dialects – especially here in the north

Imagine the conversation between the O.S. officer and the local Dentdale landowner: "I say my good fellow, pray tell me the name of yonder peak?" "E lad, it's nowt bur a 'ill" The name 'Knoutberry Hill' can be found throughout the Dales – just look at an O.S. map. There are many examples throughout the dales and the north in general where local names have been corrupted by the O.S.

It is worth noting that, around the hill between the 500 and 600m contours, there is a band of limestone (Main Limestone) with its inherent caves and potholes all of which pose some danger. The caves are only a problem if you enter them, but potholes are generally open to the unwary. With the onset of darkness and the inevitable low cloud it is easy to stumble into them; their depths range from a couple of metres to over fifteen; please take care! (Ref. 3 &4).

References

1. Yorkshire Folk talk published in 1911 – page 348.
2. Old Yorkshire new series Vol. 2 published in 1890 page 33. Yorkshire in 1750.
3. The Karst of Great Knoutberry.
4. Great Knoutberry and its Industry.

Roy and Jenny Holmes - Cowgill

Rear Cover Images: Developments in passenger and freight traffic since the reprieve of the S&C.

Above: *Two refurbished Class 37s on the semi-fast Carlisle - Leeds at Ais Gill in 2003.*

Below: *The cement works at Clitheroe sends several train-loads per week to Scotland, seen here under Mallerstang Edge in 2010.*

Photos: Pete Shaw

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