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Daily Passenger Services
Blighted by Overcrowding
The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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

NEXT MAGAZINE: Copy date for the August 2019 magazine will be Saturday 27th July

Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: paul.kampen@settle-carlisle.com. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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Quarter Page = £30 + VAT.

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

MEMBERSHIP SUBSCRIPTIONS: Individual member: £10. Junior member: £3. Family member: £12.50.

Corporate member: £40. Life member: £250. Joint Life membership: £350.

Cover Picture: *A journey of a lifetime? Passengers at Settle station wait to board a 'short formed' train which is already full and standing.*

Photo: Mark Rand

The Chairman's Report

Retired FoSCL Chairman **Douglas Hodgins** writes:

It's late April, the Easter weekend to be exact, and Summer seems to have arrived with a rush. After many weeks of cold winds we now have soaring temperatures and the views from the train have changed dramatically in only a few days. The fields are green, populated with spring lambs in many areas, passenger numbers have shown a substantial increase in recent weeks.

Visitors are noticeable in all of the villages and towns, many taking the opportunity to go for a ride on the train-'we have heard so much about this railway line, we must see for ourselves'.

My last report was rather gloomy, written at the time of the strikes with no trains on the S & C on Saturdays, thankfully, peace has been restored between the RMT Union and Northern, we now have the luxury of a normal train service.

As from the 19th of May we have a new timetable for the S & C, not much change but there are improvements, particularly for stations north of Appleby.

The last train of the day will now stop at several of these stations, meaning that residents in Armathwaite, Lazonby and surrounding areas will be able to have an extended day in Glasgow or Edinburgh, and have a train home from Carlisle at 2013hrs.

I was due to meet with Northern on the first of May to discuss further improvements to the service from December this year.

It is a time of change at our stations, as I write work is ongoing at several locations and Kirkby Stephen now has a TVM, a Ticket Vending Machine situated at the gate leading on to the Leeds platform, and also the gantry for Customer Information Screens have appeared on both platforms.

At Appleby, at long last, the new Passenger Waiting Shelter is under construction, a completion date of end May, early June is envisaged. (Just in time for the Gypsy Fair!).

Once again I would like to acknowledge the generosity of the Railway Heritage Trust, who have pledged a very generous five figure donation to the cost of this project.

The refurbished Ribbleshead Visitor Centre is now open with the Café now managed by the Development Co., internally the café is immaculate, testament to the many hours of work put in by Nick Pearce and his team over the winter months. If you are ever in the area do drop in for a coffee, you will be made very welcome.

Returning to the increase in passenger numbers, once again, over Easter, we suffered from overcrowding on some services. On raising the issue with Northern, due to the beautiful weather at Easter, all Northern services were very busy, particularly those heading for the seaside, not much comfort to ourselves, but there are only so many carriages to go round.

Returning to FoSCL matters the generosity of our members is one of the most gratifying aspects of being Chairman, we continue to receive legacies from members who have sadly passed on.

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

We have been advised by the firm of Solicitors handling the Estate of the late Dr John Disney, our former Guided Walks Co-ordinator, that FoSCL will receive a substantial sum as will the Settle Carlisle Railway Trust. We must ensure that this money is spent wisely.

Perhaps it is time I commented on an issue which has been raised with me several times in recent months, 'what are we doing to attract new volunteers, in particular younger people'.

Firstly, we are always trying to recruit new people, not easy nowadays, despite many retiring early, those that do seem to lead busier lives than when they were in employment.

Younger people? Yes, imperative if we wish FoSCL to continue in the years ahead when the present stalwarts have retired.

There have been two problems in recruiting youngsters, Health & Safety and just what can we offer the younger generation? We are making progress, albeit slowly with H & S.

What can we offer would-be volunteers of say twenty years of age? Well, unlike a preserved railway, there is only a limited number of jobs we could offer to an individual of this age group? They could work in the Settle or Appleby shops, would they stick this for long? They could help at the Ribbleshead Visitor Centre Café, again not at all sure how attractive that would be to someone of that age group.

However, experience in areas of FoSCL such as those mentioned above could well be the springboard to other posts within our organisation.

Well, have you, the members, any fresh ideas to recruit the next generation of volunteer to carry FoSCL forward in the coming years? Or, has FoSCL outlived its purpose?

The line seems to be secure for now, we are looking after the various buildings in our hands through the Trust and Property Co.; those that are not we are constantly badgering the railway authorities to improve and maintain, sometimes, with only limited success.

We continue to press for better services, like everything else, these will come eventually.

The Settle to Carlisle Line is unique in many ways. Is there the will, are there the people out there, willing to carry on our work in the years ahead?

This is my final report to you, the members, by the time you read this FoSCL will have a new Chairman, Paul Brown. I would like to wish FoSCL and all of you well in the future. I have 'enjoyed' an interesting time during my chairmanship. I hope you will offer the new Chairman your support and encouragement.

Douglas Hodgins

FOOTNOTE

Overcrowding has increased in recent weeks, particularly on the 09.19 service from Leeds.

Saturdays are very often particularly bad, this train is popular with walkers wishing to spend a day in the Dales.

I have written, again, to our Regional Director in Northern pointing out that two carriages on this train is simply not acceptable, full and standing from Skipton is often the case, not good enough.

FoSCL can only keep making representations to Northern regarding this problem, one of these days we may find that three coach trains are standard for the S & C, hopefully this will happen sooner than later.

Editorial

In preparing the cover of this issue of the S&C Journal I could not help but have a feeling of *déjà vu*. During the 1990s, under British Rail, we frequently discussed whether we really ought to be encouraging people to use the S&C as they would sometimes find that there was no seat for them when they boarded the trains; in extreme circumstances passengers left trains and asked for their money back, or on a couple of dreadful occasions were actually refused permission to board. And even then it was nothing new on the British railway system: a recent article in the excellent *Backtrack* magazine shows how overcrowding has been “the same old story” going back to the 1850s and to blame it all on the era of privatization is as bad as blaming all railway closures on Dr Beeching and Ernest Marples. So that makes it all right then – there is nothing to be done? Certainly not!

Stock shortages on the Northern railway system are a scandal – it does not matter who or what is to blame. And when people come to the S&C for the journey of a lifetime and are then treated in the way that some passengers have been treated recently to call the situation a scandal is putting it mildly. On a train full and standing from Skipton I saw the sad sight of three French tourists trailing up and down vainly looking for somewhere to sit. What are they going to say when they get home? Various solutions have been aired by ‘armchair managers’. One was getting Class 1 coaches exempt from modern safety standards and drafted back onto the S&C with FoSCL’s volunteers cleaning them. Apart from other considerations the people making that suggestion were not offering to come along and wield mops and brushes themselves. Other more attractive suggestions have been made: Loco-hauled trains as used recently on the Cumbrian Coast? But they have proved highly unreliable there. Using off-lease HSTs as in Scotland? With both of these ideas we must bear in mind that Northern do not have drivers with the required stock-knowledge. So crews would have to be either specially trained or hired in (and if the latter they would possibly need to acquire route knowledge). There is no easy solution to this problem but, solution there must be. And we cannot pass the buck on this; a campaign is needed and such a campaign is on the forefront of our minds at the moment. If anybody has any (sensible) ideas to contribute they are very welcome to get in touch.

I would like to welcome Paul Brown as Chairman of FoSCL; he follows a very distinguished line: David Burton, Brian Sutcliffe MBE, Michael Owen, Philip Johnston, Mark Rand, Richard Morris and Douglas Hodgins, not forgetting Pete Shaw who was Acting Chair for a period. All brought their particular skill-set to the job and made a positive impact on FoSCL and the S&C. And we say goodbye to Pete Shaw who was one of the core team from FoSCL and associated organisations which saved the line – being author of the famous letter to Michael Portillo which in many ways lit the blue touch paper. We also say goodbye to Douglas Hodgins whose service to the S&C as both Chairman and committee member of FoSCL, Chairman of the S&C Development Company and as a Trustee of the S&C Trust has been immense. Thank you both!

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

Dates for your Diary

Sunday 23rd June: Railway service at Mallerstang. See page 16.

Saturday 13th July: Anniversary special charter train to Chester. See page 15

Saturday 10th & Sunday 11th August: Model railway exhibition at Skipton. See page 18.

Saturday November 30th: FoSCL Christmas Lunch. See August magazine for details.

April 18th & 19th 2020: Book launch at Ribbleshead. See page 18.

FoSCL Notes



Dear Northern Rail,

As the rail user group for the Settle-Carlisle Line, we feel compelled to speak out about the inadequate rolling stock with which we are currently being provided. We are doing this not just on behalf of long-suffering passengers, but also on behalf of our colleagues in the Settle-Carlisle Railway Development Company.

Matters have come to a head recently with your inability to guarantee us the scheduled 3-car train on the 0917 departure from Leeds. Expecting 3 cars as promised when the new timetable was implemented in May 2018, the SCRDC book groups, typically coach parties starting from Settle, on this train and others. This of course is for the benefit of Northern Rail through bringing in more passengers and revenue through a high average fare. With three cars this works well. However more often than not this train has been formed of only two cars, resulting in severe overcrowding. We understand that 2 cars have been planned on this service since December 18, without informing us until recently.

We have been enduring this situation for years, the stock we have now is no better than privatisation 22 years ago. The efforts of the SCRDC and ourselves to develop the line are being undermined by the inability of successive TOCs to provide predictable train formations and quality rolling stock. The current situation is bad for train staff, the refreshment trolleys and most of all the extra passengers that we try so hard to attract to the line. We shall be losing custom due to this overcrowding which will of course reduce Northern's revenue.

We had high hopes of the current franchise, with promises of more and better rolling stock. Three years into the franchise things have got worse, we feel let down by the franchise process as we see other lines' frequencies increase and units improve, we have had little, yet offer so much untapped potential.

As the rail user group for the line, we are no longer prepared to tolerate this situation and have decided to speak out, firstly to you in the hope we can effect positive change. If you are serious about developing or even properly supporting this key part of your network, we expect a written guarantee that the 0917 from Leeds will be diagrammed for more than 2 cars and, more importantly, delivered. We are well aware of your problems and are prepared to concede that in extremis it may not be possible to put three cars on the 0917, however we would like notice if this happens so we can attempt to manage passenger expectations. . Anything less would be unacceptable.

We must also point out that this was predicted by ourselves at the May 18 timetable change, where the gaps in the morning service meant the 0917 would be the most popular train, with the others either side too early or too late. The current uneven timetable, with long gaps, means passenger flows will be lumpy and difficult to manage. We would hope this is looked at seriously to improve the situation for December.

We look forward to receiving your assurance that the current problems will be rectified.

Yours sincerely,

The Friends of the Settle-Carlisle Line

Membership and FoSCL Dales Railcard

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

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

You can pay for your membership online at:

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

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



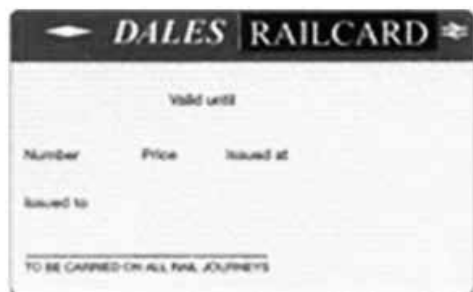
You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

Please quote your membership no as the reference.

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

FoSCL Dales Railcards should be purchased online at:

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



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

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

The current cost is £12.50 per person.

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

Please allow 7-10 days for delivery.

Keep up-to-date with events and offers by

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

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

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

FoSCL has accordingly reflected these changes in its Privacy Policy.

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

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

FoSCL AGM 2019

On Saturday May 18th 84, members of FoSCL attended the AGM at the Victoria Hall, Settle; **apologies** were received from four members of the committee and twenty eight members of FoSCL.



Douglas Hodgins returns home after his final FoSCL AGM as Chairman.

Photo: Richard Morris

Outgoing Chairman Douglas Hodgins delivered his annual report entitled **A Year to Forget?** A very sober headline, was it justified.? The Chairman mentioned **industrial action** by the RMT Union throughout culminated in no services on Saturdays whatsoever; there was now a **settlement** between Northern and the RMT. **Public confidence** in train services during this period began to wane. In addition, there was the introduction of the now infamous **new timetable** in May 2018, thankfully, we were not as badly affected as were some parts of the network. One train which was badly affected was the Sunday Dales Rail service from Blackpool North to Carlisle and return, this service ran on only a handful of Sundays throughout the season.

All of this unrest has had an effect on **FoSCL's activities**. Takings in the shops dropped dramatically with none of the lucrative Saturday trade, our friends in the Signal Boxes at Settle and at Armathwaite also saw a drop in visitor numbers.

However we now had our own office

in the Folly, good use of it was made throughout the period. Hidden away in the Folly are the archives, we have a small team, working away, trying to keep up with a steady flow of donated material.

Our **Guided Walks programme** resumed in May thanks to the two John's, Carey and Disney, stepping forward with an offer to run the walks programme. Disaster struck in October last, **Dr John Disney**, at the age of only fifty eight, passed away suddenly. Credit was due to **John Carey** for continuing to run the walks and a fine job he has done in recent months.

We have been advised that John Disney has remembered FoSCL and the Trust in his will with both organisations set to benefit from a very generous legacy.

During the winter months, much internal refurbishment work was carried out at the **Ribblehead Visitor Centre** by a team of volunteers under the guidance of **Nick Pearce** with the result that the internal décor was immaculate for the opening of the season.

Nick himself had given a huge amount of his time over the past few years working on Kirkby Stephen West, Ribbleshead and Horton, the properties have never been in better shape, Nick stands down at the end of June, we owe him a heartfelt vote of thanks and we wish him well in his retirement.

Staying with stations, thanks to the **gardeners**, as always, they have been superb, a credit to all concerned.

Changes were in the offing for stations, C.I.S. were to be fitted, T.V.M.'s also would be installed at most stations, these are part of the Northern S.I.F. programme. The installation of this equipment had begun, not during the year this report covers, but there had been a huge amount of activity at stations in recent weeks.

Also, S.I.G., the **Stations Improvement Group**, whereby the SCRDC and FoSCL forwarded a list of projects for improving stations to Network Rail/Northern for consideration. As with S.I.F, progress had been slow but the first task on the list, the new **glazing** on the front of Settle station surrounding the entrance in to the Booking Office and Shop, was now underway. These works are funded by Network Rail

in conjunction with Northern, not FoSCL. The Development Co. would handle the administration with Northern. This would shortly be followed by other improvements at stations up and down the line.

Our **On Train Guides** continued to accompany groups on the trains, pointing out places of interest, and our shops serve the public virtually every day at Settle and on set days at Appleby.

Other areas of our activities, such as **Signal Box** visits, continued. The **workshop** in Settle produced new doors and also Running in Boards for Settle together with many other smaller jobs.

Data Protection had been strictly adhered to, supervised by our DPO, John Barrow. We have struggled with **Health & Safety**; however good progress was now being made, we are working with advice from ACoRP and our legal team. Thanks go to the **H&S Committee**, for their perseverance.

The **FoSCL Constitution**, largely unaltered since our formation, was currently being reviewed by a small team, once their findings are complete, and approved by the Committee, they would be presented to the members, at a SGM prior to the 2020 A.G.M.



Nina Smith, Chair of Railfuture Yorkshire, pays tribute to Douglas Hodgins' work for FoSCL
Photo: John Barrow

diversions? Little progress had been made on this one; a small group, under the guidance of **John Moorhouse**, Chairman of the Development Co., had lobbied M.Ps regarding the frequent closure of the WCML and passengers being forced on to buses to continue their journey. Basically, Virgin did not want to know about running over the S&C. From members' comments many felt that we should concentrate on OUR timetable first and foremost.

Line speed was the subject of much hard work led by **Mike Hogg**, a member of the **Champions group** started by Mark Rand. There was optimism that the current restriction of 60mph could be increased but has the industry the will to push this through? With the majority of our services stopping at all stations, was there a need for an increase? Certainly, in the event of a Glasgow service being reinstated and probably being limited stop on the S&C, a higher line speed would be vital, however, such a service does appear to be a few years away yet.

What of the future? Where are FoSCL going? Why don't we recruit younger volunteers? What is, or should be, our current and future role?

Your Committee, for the most part, are ageing, new, younger blood was required, with fresh ideas. It is all very well for the members to be critical but it was constructive criticism that was required.

In conclusion, Douglas Hodgins stated: "Two years ago, in this venue, I said that FoSCL had to **modernize**, not many agreed with that statement. In these two years we now have a superb web site, kept up to date by Richard Morris, aided in the setting up by Mark Harvey who is also responsible for the SCRCA project, details on our website.

Social Media is in the hands of Richard and Mark Rand, with a combined age of over 150 years, we can do more, much more. Younger members? Easier said than done, we cannot offer the same variety as, say a Preserved Railway. We **MUST** make new volunteers feel welcome, they must be properly trained, they will represent the future of FoSCL.

Why am I retiring? Simple. I am a firm believer that change is a good thing, one

With regard to other matters, what about

should not hang around too long. I will retire to the 'back benches', I am not remaining on the Committee, I will be an interested spectator from a distance, KSW to be precise. My wife Margaret and I are life members of FoSCL, we will continue to support the organisation in every way.

Oh, and before I forget, there is now a new passenger waiting shelter at Appleby, almost finished, delivered slightly later than forecast, but it is there. No longer will passengers have to stand in the rain when waiting on a train, there is now a shelter, built in keeping with the station building. This project has been funded by the RHT, Northern, SCRDC, Oliver Lovell bequest and of course FoSCL.

One final point, a sincere thank you to

my Committee and to our volunteers, they have worked hard during the past year, I wish them and the incoming Chairman every success in the years ahead.

And last, but by no means least, thank you to you, the members, without you, there would be no FoSCL."

Also retiring from the committee was Pete Shaw and he spoke in appreciation of all the volunteers that he had worked with over the years.

Treasurer John Ingham presented the accounts and answered several questions from the floor.

The meeting elected **Paul Brown** to be the new Chairman of FoSCL. **John Ingham** was re-elected Treasurer and **Paul Kampen** as Secretary.

Paul Levett was re-elected for another term as a committee member and **Edward Alburn** was re-elected back to the committee after an absence of several years.

After the lunch break, Edward Alburn gave a talk on attempts which were made to sell the S&C as a private railway line.

Paul A. Kampen - Hon. Secretary

(Any member wishing to receive a copy of the accounts should contact the Secretary - details in front cover - email preferred - and state whether hard or electronic copy is required).



*Left Above:
Pete Shaw
thanks the
volunteers
with whom he
worked over
many years.*

*Left Below:
(L-R)
Paul Brown,
Ruth Evans
and
Rod Metcalfe*

*Photos:
John Barrow*

Deceased Members

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

Mr Allan Butterfield
Mr Peter Chapman
Mr R H Clark
Mr Francis Dunn
Mr Richard Emms
Mr G R Garrod
Mrs Pauline Coates
Mr D.J. Moore
Mr D.E. Murgatroyd
Mr John Ramsden
Ms Catrina Simpson
Mr Malcolm Sissons
Mr Alan Spargo
Mr Desmond Staniland

Sales Department Mrs Pat Rand



Pat Rand stood down as Trading Manager at the 2019 AGM. Pat will continue as a FoSCL committee member and as a director of the Midland Railway Company.

At the AGM Douglas Hodgins paid tribute to Pat's years of work in this important

role which also included being Manager of the Settle shop. During this period Pat and her team have made great strides to improve and modernise methods of working, including development of the webshop which is now one of our main trading outlets, and to provide a warm and friendly welcome to visitors at Settle. A presentation of flowers was made to Pat in recognition of this work.

At its June meeting the committee will appoint a successor.

Station Shop Opening Times

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

Use of our secure webshop really accelerated in the last months of 2018; this can be used throughout the year and can be found at:

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

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

Orders can continue to be made by post to: FoSCL Sales, PO Box 106, Settle, North Yorkshire, BD24 5AH.

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

**Paul A. Kampen -
FoSCL Secretary**

Price Reduction of FoSCL Dales Railcards

Due to a change in the VAT situation FoSCL has been able to reduce the cost of its Dales Railcards from £14.00 to £12.50. For further details please see Page 5.

New Membership System

A big thank you to all members who replied saying whether or not you thought membership cards were necessary. Surprisingly the vast majority, some 95%, said not, so we think that we should be able to send out individual membership cards to the relatively small number who would like one. This will help us, since it means that rather than worry about whether an individual member is due a card or not with their current magazine, we can just have a quarterly bulk mailing to everyone.

Nothing has changed for this (May) mailing, but from August onwards we plan to replace the A5 address card which is currently inserted into a window envelope, with name and address printed directly onto an envelope. This could lead to some extra cost savings in that we shall no longer need to buy in A5 card stock, and ordinary envelopes are presumably cheaper than window ones.

You do not need to change anything yourself. Renewal dates can now remain as they are, especially if you have a standing order, though we may ask new members to renew on 1st March each year – roughly half of existing members already do this.

Thank you also to those members who have made helpful suggestions. These include:

- *A posh laminated membership card when you first join and nothing when you renew* (We already issue a smart plastic card to those who take out life membership and this will continue – for those renewing annually it is likely that we shall send out the existing type of card, but only to those who request one.)

- *Add the membership number at the end of the addressee's name on the new envelopes* (An excellent suggestion and important now that most people won't receive cards: we shall do this.)

- *Send out more communications by email.* (Those who request it can already receive the magazine in electronic form by email. About 30 members already do this – if you don't already do so and would like to, please let the Membership Dept know at:

membership@settle-carlisle.com).

A plea: do consider renewing your membership online at:

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

It's much easier and quicker than sending a cheque in the post, and it's secure, we don't retain any of your financial data.

We'll have a further report on progress in the Autumn magazine, to keep you fully informed. In the meantime, thank you for your continuing support of the Friends of the Settle-Carlisle Line. Your generosity enables us to carry out many projects, notably for station improvements, which we would not otherwise be able to afford.

Richard Morris - FoSCL Webmaster and Committee Member, May 2019

Help Required at Settle Signalbox

Due to the loss of one of our number and the age of most of those remaining we are looking for some possibly younger members – male or female – to join our happy band. There are plenty of lady signallers around these days.

We open the box to the public on a Saturday 10am – 4pm and on other occasions by prior arrangement. You do not need any prior knowledge of signalling, we have a retired signaller – North Eastern - but we forgive him that, who can instruct you.

All you require is the ability to communicate with the public and they arrive from literally all round the world as our visitor book bears witness. We are an easy-going band though down on numbers which will inevitably mean at present that on occasion we shall not be able to open due to this.

Why not give us a try by just popping in one Saturday? Alternatively contact Bob Swallow at 01729 822740 or Email: bobandpauline153@gmail.com

Bob Swallow

Entrance Screens at Settle Station

As part of the ongoing major drive to get Settle station on top heritage form the entrance screen was de-glazed and sand blasted. This work follows on from the establishment of a fully equipped joinery workshop at Settle station, run by skilled volunteers led by Ged Pinder.

The stripping of the screen has exposed interesting details, not least two foundry marks of Walter McFarlane & Co Saracen

Foundry Glasgow London - a reminder of why the line exists if ever one was needed.

Panes of glass which appeared to be identical proved to be inconsistent in size but Aire Valley Glass Ltd were up for a challenge. Existing 3mm 'greenhouse' type glass will be replaced with thicker, toughened glass and new MR doors (already made) will be fitted.

I believe this sort of activity based on Settle but already benefitting Horton and Ribbleshead stations may be unique on the national network in its extent and

scale. Individual stations elsewhere have benefitted immensely from good local partnership working but here we are dealing with a very long main line. The S&C's surviving stations especially are an ongoing maintenance headache for everybody concerned. They are ornate yet crumbling and are inevitably low down on spending priorities. The S&C phenomenon owes much to MR structures and natural scenery. Good interworking and understandings between

the S&C bodies, NR, the RHT and Northern

are achieving stunning results all along this line.

The scheme was included in the S.I.G. (Station Improvement Group) programme; this is funded by Network Rail supported by Northern, FoSCL and the Settle-Carlisle Railway Development Company.

Mark Rand



Above: The foundry mark.

Below: Ged at work. Photos: Mark Rand



Armathwaite Signal Box Help needed

Armathwaite Station Signalbox closed for rail operations on the 15th of January 1983. It has since been fully restored by FoSCL to its Midland Railway appearance and now forms a small museum. It is open to the public on most Sundays and at other times by appointment.

The signal box is about 100 metres from the northern end of the up platform of Armathwaite station. Most Carlisle-Leeds trains stop here, or you can park in the small station car park by the opposite platform. It is now looked after by just one FoSCL volunteer and more help is required on an occasional basis with painting and minor maintenance jobs.

For more information please contact John Johnson, 07759 593224, jj.johnjohnson1066@googlemail.com

Visit of children from Hellifield School to Settle Station

One day in mid-March the children, that is the reception class and the class above, about 20 in all, arrived on the mid morning train. They were divided into 3 groups and, under the guidance of teachers and PTA members, visited in turn the station itself, the signal box and the water tower grounds. Well of

course they were captivated by the bell ringing, the lever pulling (aided by the adults!) and the signals going up and down - so much so that back in school they made and sold biscuits to raise money to say thank you! This was matched by the PTA and so about 2 weeks later Jim Pope and I were invited to a whole school assembly to receive the donations. It was a delightful occasion - they remembered the bell ringing and lever pulling and one group recalled the piano in the station being played by Paul Brown.



On our part we encouraged the children to bring their parents to visit us in the 'box on a Saturday. They sang to us (singing is a regular part of their assemblies) and finally 2 of the children presented us with a super card - a 2-car train on the front, a 3-car on the back and the children's names written inside!

Robin Corbett

Above: The card presented by the children.

Photo: Robin Corbett

Below: The children at the station around which they had been shown by Bob Swallow. Robin Corbett and Jim Pope showed them the signalbox whilst Joy Smith and Paul Kampen took them into the Water Tower grounds.

Photo: Joy Smith - reproduced by kind permission of the Headteacher of Hellifield School.



Pete Shaw Retires from the FoSCL Committee

After serving on the FoSCL Committee for many years I decided, now that my present three year term of office has expired, to retire rather than put my name forward for another term. I have been a Committee member for half a lifetime, and feel that I have "done my share".

Reading back through old FoSCL Newsletters I can see my hand at work from the early days during the campaign to save the line from closure in the 1980s; then I appeared on the Committee; then I became Secretary. I did retire once but was persuaded to come back to assist Brian Sutcliffe during his second period as Chairman, and am only just managing to escape now!

The strength behind FoSCL has always been in the large membership base, and they have supported me in numerous projects which I have run as a Committee member- I would therefore like to take this opportunity to say a big Thank You to all the volunteers who have given their time so generously in working on campaigns and projects for me over the years.

Just to give a flavour, some examples are :-

(1) In campaigning to save the line from closure I organized a rota for our volunteers to travel on the very busy 12 coach trains encouraging passengers to lodge formal objections to closure. We produced a pro-forma leaflet which passengers could just fill in and sign, and these would be accepted by the Transport Users Consultative Committee - the statutory body appointed by Government to assess the closure proposal. Our volunteers would travel from Leeds to Appleby working through the train handing out forms and collecting them back in for us to pass to the TUCC in bulk. At Appleby our people would change onto a southbound train as far as Skipton collecting more objections; then travel on the cushions Via Carnforth, Lancaster, Shap, to Carlisle, ready to work the afternoon service to Settle and Leeds. Thus in one day a volunteer could persuade several hundred people to lodge objections

by making it easy for them, which raised the numbers tremendously.

(2) When the eight small stations re-opened in 1986 we were asked by Ron Cotton to see if we could find a couple of people to make the stations look attractive by tidying up, painting, some gardening, and minor repairs. They had been derelict since closure in 1970. So I began to set up the Local Station Adoption Scheme, which has metamorphosed into the national scheme today.

(3) In early 1987 FoSCL began to realise the importance of producing timetable leaflets to boost passenger numbers, and we thought about how to upgrade our simple, single sheet, black printed timetable, to go into full colour which most tourism businesses featured. But in 1987 colour printing was very expensive, and beyond the purse of FoSCL. I put together a prospectus seeking sponsorship from several local industries - but to no avail. Then I saw a double page advert in the Sunday Times magazine supplement where the Woolwich Building Society had given a chap a mortgage to buy Dent station buildings. Sensing an opportunity, I sent my prospectus to the Woolwich, got an interview in London, and they agreed to print 100,000 full colour A3 sized timetable leaflets to our design - the first edition of the Lineguide, which is now produced by the Dev Co. My volunteers have sent these all round the UK, and we still distribute 16,000 twice a year from our depot in Shipley.

(4) Several times in FoSCL history we have carried out passenger counts and surveys, where I have organised the rota, sometimes in conjunction with Committee colleagues. Just in 2014 we organised a full passenger count on all trains over the full length of the route, at all stations, in both directions, every day for a week - first for a week in summer, then another for a full week in winter; to show both high and low season loadings. It was a credit to the volunteers who participated ; some getting up at unearthly hours to cover the early morning trains, whilst others worked in the darkness of the evening Ribbleshead turnback.

(5) For 19½ years until May 2018 I was the

Magazine Mailing Coordinator, liaising with our printer, the Dev Co, Baildon Methodist church hall, the Royal Mail, plus our 38 volunteers who came to get the quarterly magazine enveloped and dispatched to you. These people worked tirelessly, with three of the ladies making buns and cakes to ensure magazine packing went with a swing!

So, I thank all my volunteers; you have helped FoSCL and the S&C, "making the wheels go round".

I hope to remain active as a humble volunteer, giving my continued personal support to the line, whilst leaving Committee work to others.

Best regards, Pete Shaw

Retirement Party

On Sunday March 24th 35 members of FoSCL assembled in the Methodist Hall at Baildon for a reunion of the magazine packing team and to say "thank you" to Pete Shaw for his work over the years in ensuring that you get your magazine four times per year. To mark the occasion, a cake had been baked by Mrs June Brook and Gail Lamb with Joan Butler and Chris Grogan looking after the catering; the cake featured a familiar looking figure as its centrepiece. Ex-committee member Dr Chris Butler supervised arrangements.

To add to the friendly

conversation and reminiscing, Pete had organized a series of photographs which were displayed around the room, also providing book prizes for a competition based on the photographs. The winners and their prizes were: Alan Prosser (*American Railroads* by O. Winston Link); David Stuttard (*Steam Railways of South Africa*) and Peter Davies (*Michael Portillo in Europe*).

A speech of thanks to Pete and the team was made by Philip Johnston.

Although this event was to mark a very special occasion it may be that members would appreciate get-togethers like this throughout the year in different venues. Thoughts anybody?

Paul A. Kampen

Below: The scene in Baildon Methodist Church
Bottom Right: The cake

Bottom Left: (L-R) Ruth Annison, Pete Shaw, Peter Davies and Philip Johnston

Photos: Bob Watson





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We look forward to welcoming you on board!

News Notes

Railway Service at Mallerstang

The Annual Railway Remembrance Service will take place on Sunday, 23rd June at 10.30a.m. at St. Mary's, Mallerstang, when we will remember those who died during the construction of the Settle to Carlisle Railway in the area between 1870 and 1875. The Rt Rev James Bell, formerly Bishop of Ripon, will take part in the Service. All are welcome.

Gordon Hutton

News from Lancashire

The 19th of May was the date chosen for the relaunch of DALESRAIL for the 2019 season.

Starting from Blackpool North at around 08.40hrs this train makes its way north via Preston, Blackburn, Clitheroe, joining the S & C at Hellfield and then on to Carlisle.

This service will run every Sunday until the 8th of September, departing from Carlisle at 17.48hrs returning as per the outward route to Blackpool North.

A series of Guided Walks are provided for those wishing to take some exercise from the train, details of these walks can be found on:-

<https://www.communityrailancashire.co.uk/dalesrail-walks>

25th Anniversary of the return of regular trains to Clitheroe: Thursday the 6th of June is the date chosen to celebrate the return of a regular passenger service to Clitheroe.

A reception is due to be held in the Council Chamber, Clitheroe to which all organisations involved will be invited.

Douglas Hodgins

Anniversary Express Door Stewards Needed

The S&C Development Company needs door stewards to help with the Anniversary Express on Saturday 13th July.

Duties are to help passengers on and off at stations and ensure the door stays

locked until the train has come to a halt. All stewards receive £15 at Chester for refreshments and have to be on board for the full journey to and from Carlisle.

Full instructions given.

To be a part of this fun day and enjoy the experience email:

info@settle-carlisle.co.uk.

Settle and Carlisle Railway Trust 'Railway Room' opens at The Folly in Settle

Last September we were approached by Mel Cookson-Carter, the Heritage Development Office for the Museum of North Craven Life. Mel wanted to update the 'Railway Room', which had an exhibition about the Settle and Carlisle railway. Nigel Mussett, our historian, curated that exhibition in 2013. It replaced a previous exhibition, so there has been an exhibition in The Folly for almost twenty years.

There were two big problems in considering what to do. Firstly there was a model railway made by Norman Wilkinson many decades ago which dominated the room. Secondly, one of the walls is curved making it difficult to use for displays.

The model railway depicts Settle station



and is of historical interest, although it does not work, and has been modified over the years. We were delighted when DCC Concepts agreed to take the model on long-term loan from the Museum and seek to restore it to working order. DCC Concepts are well known to railway modellers as one of the most innovative producers of electronic control equipment, and many other products. They relocated from Australia to Settle, opposite the station, a couple of years ago. They have a showroom, which is well worth a visit.

The problem of the wavy wall was solved by iPrint of Settle. They were approached to recommend how to mount an image of Ribbleshead viaduct, which we wanted to use as a centerpiece. Nigel Robinson came up with the idea of printing the image on wallpaper. This required a skilled decorator, which we found in Martin Lambert. The entire wall is now filled by a wonderful image of *Tornado* crossing the viaduct on 15th February 2017 with the 'Plandampf' special taken by Bill Lewis.



New interpretation panels tell the story

of the line, with a focus on Settle. They were produced by Rachel Griffiths of Image Rail to the same design as the exhibition at the Ribbleshead Visitor Centre. A display case in the centre of the room will have changing exhibits. Our first display includes a collection of brass tokens donated by Peter Colton.



For some years Mark and Pat Rand have looked after a porter's desk from Horton station rescued by Dave Moss. The desk is now on display and contains items including a rent book used by John Cragg who rented a station cottage in 1880. The desk sits on a plinth expertly made by Ged Pinder supported by Matt Field of the MR Company, painted by Cliff Johnson. The same team made a desk to accommodate a large touch screen for 'Explore More' our interactive computer model allowing you to take an aerial trip from Settle to Carlisle (more of that in the next Journal).

The corridor leading to the Railway Room contains further displays and posters from our own archives. These include the posters announcing the closure of the line and, to bring our story right up to date, a poster announcing service disruption due to strikes in 2018.

Many people have worked on this project, some of which I have mentioned. Mel has done a great deal of the project management work. Our own Collections and Archives team have found and researched material. Other objects are from the Museum's collection:



thanks to Anne Read for her help and encouragement. Mark Rand as usual provided excellent local knowledge. Thanks to FoSCL for funding the exhibition, and to Drew Haley of the Development Company who obtained funding from Northern to fund the computer equipment for 'Explore More'.

**Bryan Gray, Chairman,
Settle-Carlisle Railway Trust**

(Photos: Mel Cookson-Carter)

Skipton and District Railway Society Model Railway Exhibition

The Skipton and District Railway Society are holding their annual exhibition at Skipton Academy, Gargrave Road, Skipton, on Saturday August 10th (19.00 - 17.00) and Sunday August 11th (10.00 - 16.00).

Admission is £5 (Accompanied children free) WWW.SKIPTONRAILSOC.ORG.UK

Book Launch at Ribbleshead Station

I am not sure when I first fell in love with The Settle and Carlisle line, maybe it was when I was 12, standing in the schoolyard at The Keighley Secondary Technical School watching the Thames Clyde Express speed past. I remember thinking that in a few hours it would be roaring over

the Ribbleshead Viaduct and plunging into the inky darkness of the Blea Moor Tunnel. I spent many hours travelling the line and walking around Ingelborough and Wharfedale.

I have just completed 40 years in the Methodist Ministry and one of my hobbies has been writing Detective Fiction. My first book was called *Saints & Sinners* 12 stories about crime and the clergy. The second which has just been published is called *The Sermon that led to Murder* and is a story about confession. I have started the third novel, *Murder on the Ribbleshead Viaduct*. I have set the story in

the 1960's (when the line was double-track over the viaduct). Seven young friends are on a special rail journey on the Settle & Carlisle Railway. One of them falls out of the carriage over the viaduct and is killed. It is thought to be an accident or suicide. Ten years later a notebook written in code is discovered and it appears there may be reasons why murder is suspected. The crime story is set against the background of the railway and I have had help from FoSCL in advice and anecdotes.

I hope to publish the book on April 18th & 19th 2020 at Ribbleshead Station and I will be there to sign copies and raise a glass to one of the most spectacular railway lines in the country. I hope you will call in and buy a book.

I am going to donate some of the profits to the Friends of the Settle & Carlisle Line. I am still writing the novel and if any of the friends have anecdotes, background about the area and the viaduct which may be useful for me to use in the novel let me know.

Rev Malcolm Lorimer
maxcricket@btinternet.com
www.max-books.co.uk

Centrespread: Galatea approaches Selside as a Singer sports car passes and a Bristol Lodekka bus disappears towards Horton in Ribblesdale. Which is the oldest?

Photo: Peter Ainsworth

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

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

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



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Special Traffic Report

Jan	19	45690/47xxx	Man Vic - Carlisle
Jan	24/25	37025	Derby - Carlisle, test train
Jan	26	61306 + 35018	Carlisle - Euston
Feb	9	45596/37668	Oxenhope - Carlisle
Feb	16	45596/37516	Oxenhope - Carlisle
Feb	23	47826	Carlisle - Euston
Mar	2	48151	Peterborough - Carlisle
Mar	2	35018	Carlisle - Euston
Mar	5	48151	Cleethorpes - Carlisle
Mar	7	47826/57316	Chesterfield - Carlisle
Mar	8	2 x 37	Carlisle - Derby, test train
Mar	16	60163	Carlisle - Cardiff
Mar	18	NMT	Heaton - Derby
Mar	20	47826/47851	Kidderminster - Carlisle
Apr	13	44871 + 45412	Man Vic - Carlisle
Apr	13	60163	Birmingham - Carlisle
Apr	15/20	NMT	Heaton - Derby - Heaton
Apr	27	60009	York - Carlisle
Apr	30	6201	York - Carlisle
May	5	35018	Falkland- Scarborough

On 28th Feb a very unusual movement took place, with 66758 taking eight empty tanks from Clitheroe cement works to Ribbleshead Quarry Sidings, where a road crane was used to lift the wheelsets out. These were replaced by new wheelsets delivered by lorry. The repaired tanks were taken back to the cement works on 10 March. The Quarry Sidings just being used as a repair workshop!

Another surprising move was preserved Class 50 no. 50008 *Thunderer* which took one wagon full of gypsum from Knottingly to Kirkby Thore on 30th April. The wagon had been undergoing repair, and the 50 was on a crew training run in readiness for a charter in July, so it was pressed into service to take the wagon!

Pete Shaw



**Wheel
changing at
Ribbleshead.**

**Photo:
Mike
Farrington**

Appleby Diary Jan - April by Mike Summers

This diary runs from Tuesday 1st January to Tuesday 30th April, the period covering the first seventeen weeks of 2019. Appleby has a keen interest in the operation of Charter trains as the majority of them stop here allowing many people from all over the UK the opportunity to meet those who work on the Settle Carlisle Railway in both paid and volunteer roles. The prospect for Charter trains looked very encouraging for 2019 following a successful previous year when no less than 74 ran.



6201 Princess Elizabeth crosses over at Appleby
Photo: Mike Summers

The first Charter of 2019 arrived on 26th January hauled by *Leander*. There then followed some early season cancellations due to the unavailability of the preferred steam locomotives, (*Union of South Africa* and *Tornado*) and in one case a Charter being rerouted due to flooding on 16th March.

During February four Charter trains ran, two of these were hauled by 45596 *Bahamas* which was making its first runs in almost 25 years after a reported £996,000 overhaul. Another highlight in February was the unusual pairing of *British India*

Line with B1 61306 *Mayflower*. During March five Charter trains ran, two of which were diesel hauled. April saw four Charter trains, one of which on the 13th was double headed by a pair of Black 5 locomotives, these stopped for almost an hour at Appleby. On the same day that the Black 5s ran *Tornado* followed them, making its first visit to the route since 24th February 2018 when on that occasion it was piloted by a diesel. On Saturday 27th April *Union of South Africa* ran non-stop to Carlisle. Finally on Tuesday 30th April the first 'Dalesman' of the season ran and was hauled by another recently overhauled locomotive, 6201 *Princess Elizabeth* which

was making its first visit to Appleby since November 2012. Due to a points failure at Hellifield the train arrived late at Appleby and in need of water. Permission was granted for the loco to be detached and to cross to the up line to reach the water column. Unfortunately during this move yet another points failure occurred delaying the train further, it eventually departed 64 minutes late and

caused the following Leeds to Carlisle service to be 119 minutes late. Despite the early season cancellations the actual number of Charter trains that have run is precisely the same as the corresponding period last year; the total being 14, clearly the market remains buoyant for journeys over this wonderful railway, and it should be noted that delays such as 30th April are rare.

In previous diaries reference was made to a dispute regarding the Appleby water tower and the reluctance of steam locomotive operators to use the facility. Since the start of the New Year the dispute appears to be resolved as most southbound steam locomotives have taken water from the tower and most of those

working north have taken water from a road tanker.

Early in March the appearance of Appleby station began to change. Initially contractors for Northern Rail arrived to carry out ground work in preparation for the ticket machine, customer information screens and associated equipment. Following the completion of the groundwork the ticket machine arrived and went live on Tuesday 9th April, however due to its south westerly facing position problems are being experienced on sunny days when it has proved all but impossible to purchase a ticket. The customer information screens are yet to be installed but all of the preparation work is complete. The week commencing 11th March saw the contractors arrive to start work on the FoSCL-sponsored passenger waiting shelter; excellent progress has been made and by the end of April the roof is complete and work is now progressing on the windows and interior.

Freight traffic is obviously subject to market demands and at this end of the route there has been a further decline in tonnage. Until recently a typical month would see around 89 freight diagrams but using February and March as examples the number was down to around 70 each month. The first coal train of the year ran on Saturday 16th February; this working from Killoch Colliery to Drax power station is the last cross-border coal working and only runs this way once a week. The very photogenic log train which would normally run five

days each week all but disappeared during March and April; however at the time of writing it is beginning to run a little more frequently. The haulier of the log trains 'Colas Rail' took over the contract for the loaded stone trains from Mountsorrel to Carlisle on 1st April from Direct Rail Services, these trains can run up to four times each week. British Gypsum at Kirkby Thore has taken a couple of extra loads of containerised power station Gypsum from Drax in addition to their basic requirement of four trains each week from Teesside. The China Clay train which originates in Belgium and runs to Irvine in Scotland began using this route in April 2018, since then a total of 28 trains have run this way and it continues to run usually at fortnightly intervals. Despite being the second largest Rail Freight Company, Freightliner has no booked workings over this route, they do however move light engines to their depot in Leeds.

Mike Summers



Developments at Appleby to improve the journey experience for passengers.

Above: The new waiting shelter, a FoSCL project, under construction.

Left: The Settle-Carlisle Railway Development Company are now providing passengers with the opportunity to enjoy a hot drink whilst waiting for trains.

Photos: Mike Summers



The Rolling Stock Balance Here in the North

by Pete Myers

Is Northern and the North short of rolling stock (ie trains or carriages)? The truth is no we aren't, but the balance is an incredibly difficult one and is likely to remain as such through the remainder of this year.

The reasons for this balance is manifold, but in truth it is all part of the amazing transformation that the railway is currently undertaking. Firstly the roundly unpopular Pacer Trains are going, this is so important because while they are now relatively reliable (it was not always thus) and certainly economical to operate; they are uncomfortable, unpopular, but more important say something about the North of England that is no longer appropriate. The second big project is the refurbishment of all of our remaining trains, a project which is well underway, and one that is making a real difference to the experience of our customers.

The inward balance to the removal of our Pacer Trains is a cascade of trains in to Northern from other Train Operating Companies, as their lines are electrified and as they get their new trains. Coupled to this is the arrival of our new trains for use here in the North. Incidentally the trains cascaded to us will also be refurbished and once all are operating will we will see a real sea change in how rail travel is perceived.

So what does this mean to the Settle and Carlisle Line (S&C)? In the very short term, as I say above, we may find it difficult to lengthen all of our services from what is scheduled. The reason for this is twofold: Firstly, we have to use our Pacer Trains to their fullest extent whilst they are still with us, which gives us the opportunity to carry out the refurbishment work on our remaining trains. No easy task because the work is extensive, so takes time to complete. This issue is short lived, but the second reason will always be with us I am afraid and this is the seasonal demand on our services and their capacity. It stands to reason that the S&C and trains to the coast etc are busier in the summer than they

are in the winter, but it is more delicate than that, because special events right across the North have a call on what we do. Last weekend for instance, the annual Tour de Yorkshire was held right across the county on the same weekend as walking events on our line. Whilst the S&C follows a similar pattern from year to year (the Appleby Horse Fair for instance). However, the Tour de Yorkshire changes every year, so we have to make our dispositions accordingly, and this year we saw some potentially new large flows of spectators. Of course the weather makes a difference too, few people want to go to the seaside (or indeed walking in the Dales) on a cold, wet and windy day, but when the weather is set fair then so is demand, and again we have to change the train plan to suit. With a finite number of carriages available and many events to deliver, so our Controllers need to make decisions that may not satisfy everybody, but will satisfy the majority of users across this large and varied region.

None of this is intended as any kind of excuse, because we have a duty to be there when people need us. More importantly what I have described above is now and in the short term; driver training is about to start on our new trains and the refurbishment programme of retained rolling stock carries on. By the time all of this is in place we see a real and discernible uplift in capacity for our region, which will be seen where demand dictates it needed most. This is to the major conurbations, but also to where seasonally we need to lift the number of seats available to our customers, and of course principle amongst this is the S&C.

Pete Myers - Northern Rail Stakeholder Manager

Bus Links by John Carey

It's always good to see the start of the DalesBus summer timetable with an increased range of travel options from the Settle Carlisle line. These services provide opportunities to venture away from the line whether for walking or simply a day out. The new summer timetable booklet available at all stations really is an essential travellers' companion.

The DalesBus summer timetable: As in previous years the FoSCL-supported DalesBus **881 Malham Tarn Shuttle** awaits the arrival of the 08.59 train from Leeds at Settle station forecourt before taking a scenic high level ride over the single track road past Malham Tarn and dropping down sharply to Malham village. This is really worth a ride with a chance to open the gates for the driver! However, in a change to previous years the service also extends to provide a link into the Forest of Bowland area leaving Settle Market Place at 1155 calling at Tosside, Slaidburn and Dunsop Bridge. A short visit to Gisburn Forest and Stocks Reservoir is possible.



The Northern Dalesman in Gunnerside

The 581 Craven Connection provides regular trips from Settle Market Place to Kirkby Lonsdale 7 days a week calling at Austwick, Clapham and Ingletton enroute. Opportunities are provided for linear walks connecting with the Settle Carlisle line at Horton and Ribbleshead. The small picturesque town of Kirkby Lonsdale is

certainly worth a visit together with the short riverside walk along the Lune from Devils Bridge to Ruskin's View and on into the town centre. If more convenient it is possible to catch the bus from the Craven Arms just outside Giggleswick Station on the Bentham line.

The popular FoSCL-supported 831 Northern Dalesman service connects with the 08.59 train from Leeds on Sundays before continuing to Hawes and then the thrill of a ride over Buttertubs Pass before the scenic tranquillity of Swaledale. The bus calls at Muker, Gunnerside, Reeth and Richmond. As in previous years there will be a number of FoSCL guided walks ideal for anybody new to the area. However, the most popular expedition is the 5 mile easy walk from Thwaite to Keld and back along the Swale gorge to Muker taking in no less than 5 waterfalls. As many will recall the bus service was featured on the BBC4 programme 'All Aboard the Country Bus' a 2 hour driver's eye feature.

Dentdale continues to be served by the volunteer-run **S1 Western Dales Bus** service on Saturdays. This connects with the 07.47 train out of Leeds and the bus departs Dent Station at 09.35 continuing to Kendal via Dent village and Sedbergh. Return from Sedbergh is at 16.52 and Dent 17.09 with the option of a later request service on arrangement with the driver earlier in the day. The Western Dales Bus provides access to the impressive Howgills including Cautley Spout as well as one of the most scenic sections of the Dalesway. So why not take the fairly straightforward 10 mile walk to Sedbergh and get the bus back available as a download from the www.settle-carlisle.co.uk website. Indeed, there are several guided walks included on the summer FoSCL walks programme.

The Little White Bus provides 7 days-a-week connection from Garsdale Station to Hawes via Hardraw connecting with the 07.48 and 09.19 trains out of Leeds Monday to Saturday and the 08.59 train on a Sunday. In addition there is a useful on-demand service available at other times arrange by ringing the community office on 01969 667400 or the driver on 0781 698 6448. LWB provide a £9 rover ticket useful if connecting with their 156 Wensleydale

Voyager service to Leyburn and the villages in between. On Sundays the bus connects with the DalesBus 856 service to Northallerton thus making a useful connection with the East Coast main line. Hawes has several attractions including the Ropeworks, Dales Countryside Museum, Creamery and not to forget the nearby Hardraw Falls. Mention should also be made of the Tuesday S3 Western Dales which provides two return trips between Hawes and Sedbergh although these top on the main road and do not come up to the station.



The S1 Western Dales bus leaves Dent station

Kirkby Stephen has suffered in recent times from a lack of bus services despite having excellent rail services. On Fridays the **S4 Western Dales Bus** provides a connection to the town centre and onwards to Brough meeting the 09.19 train from Leeds. A return service leaves Brough at 15.27 and Kirkby Stephen 15.37 connecting with the 15.46 southbound train to Leeds. There is ample time to take the short stroll down to Millennium Bridge spanning the ravine across the River Eden and thence along the old Stainmore Railway line to Hartley crossing two viaducts. From Hartley it is but a short walk to Franks' Bridge and the town centre for refreshment and the bus back. Alternatively the S5 bus provides a Thursday connection from Kirkby Stephen to Kendal passing the station access road enroute.

Bus connections on the remainder of the line remain limited however the

563 Stagecoach bus provides a link from Appleby to Penrith on Mondays to Fridays only leaving The Sands (5 minutes' walk from the station) at 09.58, 11.27 and 14.27. Concessions are available on all connecting services except the Sunday DalesBus 881 and 831 plus the Little White Bus on-demand service. However, on Sundays, Dales Freedom Rover Tickets can be purchased from the driver at £10 for the day or £8 if presenting a railcard of any description (e.g. a Dalescard) and so this represents really good value for money if travelling further afield.

The bus connections represent a vital element of the amenity of the Settle-Carlisle line and so please make use to enhance your day out. For details of bus times please see www.dalesbus.org and for walking ideas using public transport see: www.walkingintheyorkshiredales.co.uk. For assistance with any connecting bus services please contact: GuidedWalks@settle-carlisle.com

John Carey

The John Disney Memorial Day



The late John Disney at Millers Dale, just a few weeks before his untimely death.

Photo: John Carey

The death of Dr John Disney on Saturday October 20th 2018 - as he was travelling to Settle in order to lead a guided walk for FoSCL - came as a profound shock to all FoSCL members.

John and his colleague John Carey had become known as the 'Two Johns' and had taken on the running of our guided walks programme after it had been suspended for some months.

It was clear that a Memorial was needed and this took place on Saturday May 11th; it was organised by Ruth Evans and John Carey. The day comprised several guided walks of different grades and a buffet at the Royal Oak Hotel.

Guests from several organisations with whom John had contact through walking were invited; these included the Friends of Dalesrail and the Friends of Dalesbus. Several relatives and friends of John from the Derby area were also in attendance plus, of course, many regulars from the FoSCL walks.

Tributes were paid to John by John Carey, FoSCL Chairman Douglas Hodgins and FoSCL Vice-president Edward Album.



Guests at the Royal Oak



Above: Douglas Hodgins

Left: Walkers catch a bus link



Right: Edward Album addresses the guests in the Royal Oak.

All photos: John Carey



Obituary – Malcolm Sissons

It is now many years since Malcolm Sissons first joined what Mark Rand has christened 'The Summer Wine Gang' - this being the volunteers who man the preserved Settle Station signal box adjacent to the up platform. In any event it was pre 2011.

Malcolm spent near fifty years on signals and telegraph – S&T. His knowledge covered not just semaphore signalling but also colour light and even computer controlled signalling. He was always based around the Leeds/Wakefield area and was unflappable. When he first joined us after retiring as a Senior Signal Technician from what I believe was then Railtrack his wife and self were living in Ossett near Wakefield. He travelled across to Settle most Saturdays. The preserved signal box had then just one operating signal though a significant one at that. This takes nothing away from the magnificent eight who moved the box from its former site and then basically stripped it down and rebuilt it. Without their efforts it would not exist today.

Over the years we have suggested to Malcolm improvements which might be made to enhance the experience offered to the public when being shown around the signal box. Invariably Malcolm would sit by the door which was held ajar, light his pipe and get stuck into a large mug of tea. After possibly twenty minutes he would speak. 'Now this is what we need to do' going through it slowly so we might take it in. Then we all got stuck in, learning a deal along the way.

Robin Corbett and I will never forget him teaching us to splice signal cables. His right thumb bore a permanent crease down it from possibly thousands such actions.

On another occasion Appleby P Way yard provided us with a couple of signal posts and arms. Getting one set up was a never to be forgotten experience. Boy, did we have some laughs.

Malcolm had a dog, 'Fred' of uncertain parentage but certainly including some bulldog. During the winter months when we had the stove working Fred would take up prime position in front of this. It was inconvenient to say the least though moving him was comparatively easy, you got the flat of your shoe behind and propelled him over the linoleum out of the way. He didn't bat an eyelid but was soon back in his favoured position.



6201 Princess Elizabeth working the RCTS charter from Norwich to Carlisle on 25/05/19 at Blea Moor where Malcom Sissons ventured in winter as a Signal Technician.

Photo: Pat Arrowsmith

I mentioned the significant signal when Malcolm first joined our merry gang. It was originally the up Blea Moor distant located close to the southern end of Blea Moor Tunnel. There was a banner repeater at the northern end which is still there though the semaphore has been replaced by a colour light. It was the first time that Malcolm and his mate had ever ventured up the S&C. It was winter when they detrained at Ribbleshead where the wind was so strong that they crawled on hands and knees across the viaduct before gaining the signal

box. The signalman provided them with mugs of hot strong tea before telling his two tales of woe. The first concerned the up distant signal which was stuck in the 'off' position. This was clearly priority so the two of them set off to find that the signal had literally frozen into this position. They set to with hammer and cold chisel to remove the ice until it fell back to 'on' the horizontal position.

Back at the box more tea was provided before the signalman explained his second problem. There was with the point back at Ribbleshead Station which gave access to the quarry siding which was currently in use. Back our two heroes went on hands and knees over the bridge finding the large box containing all the switchgear and relays was completely iced up. You may imagine the language though they eventually finished the repair before contacting the signalman to advise him of this.

'Thanks very much, coming back for another brew'?

'You must be joking we are on the first train back to civilization'.

On Malcolm's last visit to the box there was no Fred with him. His faithful companion had problems of his own so Malcolm had to have him put to sleep.

Malcolm's mercifully short illness ended on 20th April when he passed away, he was seventysix leaving a son and daughter and sister. His wife Gill pre deceased him. We send our condolences to them remembering a wonderful friend with whom we have spent so many happy days. Malcom Sissons gone but not forgotten.

Bob Swallow

Pauline Coates

We were saddened to hear of the death, aged 75, of Mrs Pauline Coates on January 11th 2019. Mrs Coates will have been well-known to many walkers and members of FoSCL as the one-time landlady of the Ribbleshead Inn.

We send our condolences to her husband Mr Keith Coates (FoSCL Life member No 100) and their family.

The Plight of Garsdale Signalbox

Garsdale, this remote station set high in the hills, is a revelation for those who pay a visit.

The station buildings, both inside and out, were refurbished to a very high standard by Network Rail in 2008, and, thanks to the care of the station adopters, the station looks in excellent condition some eleven years after the buildings were given their makeover.

Also, there is the bronze statue of Ruswarp, the dog, proudly looking towards the hills.

However, there is one structure which completely spoils the scene, the Signal Box, situated on the Down Platform.



The external condition of this structure is a disgrace, little paint now remains on the wood, it gives the appearance of a derelict and rotting building, not a working Box.

Requests to Network Rail to repaint the building, and, at the same time, replace any rotten timbers have so far fallen on deaf ears, it will be repainted in 2020, as per our schedule.'

The trouble is that due to the extreme weather at Garsdale painting of wooden buildings really needs to be done every three to four years, furthermore, with the majority of trains stopping at Garsdale, passengers attention tends to focus on this 'blot on the landscape', rather than the attractive station.

Come on Network Rail, how about a refurbishment this year, why let the building deteriorate further?

Douglas Hodgins



There are many attractive photographic locations on the Northern part of the S&C which is often neglected.

*Above: 66516 just north of Armathwaite station with a Killoch-Port Talbot loaded coal. 22/05/18.
Below: 60026 at the site of the former Cumwhinton station with 6J37 Carlisle-Chirk logs. 5/06/18.*

Photos: Donald Cameron



In Search of Eden Brows by Bob Swallow

Thursday 7th June was one of those belting days we have become used to this wonderful summer (Editor's Note: *Summer 2018*). Ideal I reckoned for a sortie to Eden Brows. I had in the past visited the repairs being effected at rail level, this time I wanted to view the river bank reparations.

The 08.49 ex Settle was on time at least until Kirkby Stephen. There was a substantial delay here explained when the conductor came hurrying by with a first aid kit. An elderly gentlemen had fallen while crossing the bridge to the up platform and footpath to Kirkby Stephen town - some mile and a half distant and several hundred feet lower. Of course this station is unstaffed so eventually the casualty, having been patched up, was delivered into the care of the signalman (signaller) awaiting transport presumably to hospital. All this was relayed to passengers over the PA system. Not very clear at the best of times and hopeless to me due to deafness. The conductor came round to explain matters, apologising for the delay of some fifteen minutes. Not a good omen.

Detraining at Armthwaite and following the minor road towards Low House Crossing, I noted on the way Dry Beck Viaduct which I have never seen from below before. It looks in good condition, being built of the local attractive red sandstone. My 25,000 map (2 ½ inches to the mile) showed a public footpath following the bank of the Eden north before it makes a sharp turn west. A most attractive walk with, in parts a sheer rock-face on my left.

I passed the site of a former fishing hut which had been swept away, leaving a basic seat in its place. Then I came to its replacement plus two fisherman, one of whom was local. We got talking and when I mentioned living in Settle he enquired, 'do you know Mark Rand'? I replied, 'yes, very well' going on to tell of his recent accident. Turned out that fisherman had been in the police with Mark and in particular on the 'Ripper' enquiry. He was fulsome in his praise – this is absolutely true Mark –

and wished him all the best for a speedy recovery. He went on to tell me that the path shown on a display board where I joined the river bank had been swept away and I needed to follow a finger post pointing vaguely in the direction of Low House Farm. There was no footpath shown on my map, the thought crossing my mind that fishermen like to have the riverside to themselves. Just my nasty suspicious mind.

I did make it reasonably easily back to the road which I had left only a quarter mile back and now approaching Low House Crossing. Still determined to reach my goal I eventually found a seemingly long lost public footpath which crossed the railway by a bridge laced with head high weeds. Boy was I glad to be wearing long pants. The descent beyond to the bank of the Eden was reminiscent of one described by Wainwright, the guide book writer, as 'desperate manouvres in virgin territory'. Crampons would not have been out of place, in winter possibly a skate board and life jacket! However at its foot the earthworks were plain to see and easy to reach. The bank which had been scoured out causing the landslip has been stabilised with large rocks and the land behind covered by netting through which saplings and much ground cover are already apparent. It's a devil to cross though. Lasers keep an eye on these works to warn of any future problems,

That steep path was I reckoned only around a quarter mile long yet took me twenty five minutes to get back to the road. It was an interesting sortie yet I would warn against going solo and this from a seasoned walker of well over sixty years. If tackling it adopt my motto 'go prepared for the worst and hope for the best'.

Good luck!

Bob Swallow





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The original print run sold out within weeks of being published at the end of 2018 making it one of the fastest selling railway photographic books ever. Serious consideration is now being given to a reprint, providing there is sufficient demand, and if you would be interested in purchasing a copy please let us know by e-mail to: sales@mnabooks.com or by post to Mr Ken Hale, 150 Farrington Road, Wolverhampton WV4 6QL.

Of particular interest to FoSCL members will be the articles on the S&C which include more than 110 photographs, including coverage of the Jubilee workings on every weekend in the summer of 1967. There are also over 70 photographs on the WCML around Shap and Grayrigg.

Also, coming soon, is West Riding Steam by well-known railway author Derek Huntriss, a 128 page full colour book printed on top quality gloss art paper, price £22.50 plus £6 postage and packing. The S&C again features in this book which can be purchased from the addresses above.

Book Review

Railways in Wharfedale

A Signalman's Reflections

By F.W. (Bill) Smith

Available from the FoSCL shops at Settle and Appleby stations and from our webshop at: www.foscl.org/shop

One of my very early railway memories is from when I was a child of perhaps 5 or 6 in the early 1950s; our class at the dame school which I then attended (it had two classes) was taken on a nature ramble which passed Baildon railway station. At that time Baildon still had a fully functioning signalbox and, as we walked by, the signalman came out to empty the leaves from the ubiquitous steel teapot which would be found in any signalbox at that time. Our teacher called across to see when there would be a train to watch but received a disappointing reply from the signalman: "I've nothing past for over an hour". Over the years I often wondered why the box was necessary with so few trains; I was finally given the answer

in an earlier book by Bill Smith: the box existed partly to allow access to the goods yard and partly for 'block acceptance' purposes as the signalman at Guiseley Junction could not accept a train from the Ilkley direction if his junction was blocked. In fact the Baildon box was then in its last days and possibly open for only a few hours per day - being soon after replaced by an outer home signal at the junction and a ground frame at Baildon.

These days 'the Ilkley line' conjures up the idea of a pleasant branch with four high-quality electric trains per hour - two between Ilkley and Leeds plus a further two between Ilkley and Bradford. Bill Smith's book reminds us that it was once the hub of a network of lines which gave alternative routes from Leeds/Bradford to both Skipton and Harrogate, direct trains from Bradford to Harrogate and also trains to Otley, now bereft of rail services, plus possibilities to travel from Bradford to Grassington by train. Nor was it just a commuter line; all kinds of freight and passenger trains would be seen using it daily.

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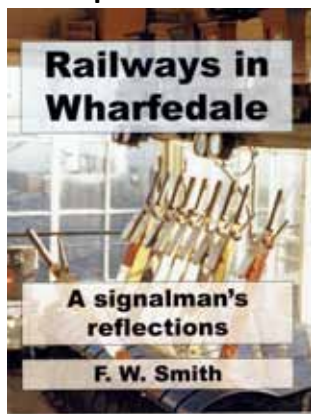
Bill Smith started his official railway career as porter-signalman at Embsay before moving to Burley Junction and finally Ilkley signalboxes. During this period he also worked on lamping the signals at various signalboxes and operated now-forgotten boxes such as Milnerwood Junction and Grassington. 'Official' railway career? Yes because he had already got to know signalmen in several locations and had even worked their boxes, sometimes without supervision.

Bill's book shows that the Wharfedale lines were no railway backwater; his tales of railway colleagues show what a busy and sometimes difficult life they had. And there was tragedy too; Bill had just alighted from the train which went on to be involved in a fatal accident at Bradford Forster Square on 20th May 1953. The book is illustrated by a number of fascinating photographs depicting scenes, trains and people of a different age. One example is of the Burley permanent way gang alongside their cabin at Ben Rhydding in 1954; another is of Ilkley steam drivers (including Bill's grandfather) in around 1930 – both

showing men who exude pride in the job. And how many photographs have you seen of the Milnerwood, Menston Junction and other now forgotten signalboxes in the area? Many of the photographs were taken from vantage points to which the public had no access.

If you are a railway buff interested in people, not just things with wheels, this is a book for you.

Paul A. Kampen



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Happy Birthday Tony!
On Friday 25th May, an informal lunch was held by the Settle signalbox volunteers at Knight Stainforth Hall Restaurant to celebrate the 80th birthday of Tony Freschini. The cake was created by Janet Benzie. FosCL members will know that Tony

was the engineer responsible for the repair of Ribbleshead viaduct.
Photo: Jill Tiernan

Free Guided Tours of the Ribbleshead Area

Members are reminded that there will be two series of guided tours round the Ribbleshead area again this summer. Both tours connect from the 10.49 train from Leeds and the 10.49 from Carlisle.

Dates:

Ribbleshead, the Building of an Icon - 27th June, 25th July & 29th August. This tour includes an optional trip by train to Garsdale station (fare payable). Return on the 15.59 train to Leeds from Garsdale.

Ribbleshead Tramway Walk - 4th July, 11th July, 18th July, 1st August, 8th August, 15th August and 22nd August. Return on 16.14 to Leeds and 16.52 to Carlisle.

Pick up a leaflet or see:
www.foscl.co.uk/walks



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Joseph Railton Elliot - Memorabilia

Joseph Railton Elliott had been a signal painter employed by the Midland Railway Way & Works Department at Appleby. Joseph, who was born on 10th September 1893, was the second son of Joseph and Sarah Elliott of Bongate Cross, Appleby. He was a trained first-aider and a member of Appleby Railwaymen's Ambulance Corps. Joseph and two Appleby colleagues, wagon examiner James Bowman and assistant linesman Francis Irving, were awarded Silver Medals by the company for distinguished service in rendering first aid. Joseph's medal is inscribed "for rendering first-aid at Kirkby Stephen January 12th 1912." The medal, which is with its original box, was accompanied by clasps for 1912, 1913 and 1914, Joseph's MR Ambulance sleeve badge and two unidentified and undated press cuttings. One records the presentation of the award by MR Director, John Hills MP at the Midland Institute in Derby. The second cutting refers to his war service.

Border Regiment. He was wounded in action near Authuille during the night of the 5th/6th June 1916, but his gallantry during that action resulted in him being awarded the Military Medal. He returned to England and convalesced in Paignton before returning to the Front having been promoted the rank of Sergeant in the meantime.

Sadly, Joseph was killed in action, aged 24, on 12th August 1917, but he will be remembered in perpetuity as his name is inscribed on the Menin Gate in Ypres and also on the Midland Railway War Memorial on Midland Road, Derby.

Steve Huson

(Editor's Note: this is a slightly edited version of an article which appeared in the Midland Railway Society newsletter and is reproduced here by kind permission of Steve Huson and the MRC. It records the acquisition of these items, once belonging to an S&C railwayman who gave his life in World War1).



Like many young men from all walks of life, Joseph Elliott volunteered to serve King and Country in 1914 and was posted to the 11th (Lonsdale) Battalion of the

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.

Steam Trains Must Have Water - Or Else!

was delayed and occupied the down main line rather than the more usual Hellifield down loop. This caused the following



This picture by Mark Neale records the remarkable, possibly unprecedented, watering of a northbound locomotive at the Appleby water tower on the southbound (up) line. It disrupted normal services for the rest of that day.

There were varying reports about this on Facebook so the truth is hard to determine - and could be subject to enquiry, with consequences for steam operation on the S&C so we need to be accurate.

The train was the first Dalesman of the season, on Tuesday 30th April hauled by *Princess Elizabeth* which took on water at Hellifield as is normal and where there is a both-sides supply. A plan had been to take water again at Appleby from a road tanker on the down side. For some reason the tanker was cancelled on the day (check?) meaning the next available water was at Carlisle.

Difficulties at Hellifield and earlier (the train had come from York) meant the train

Northern train to be delayed as it could not pass.

The eventual run north from Hellifield was delayed and efforts were presumably being made to regain some time, resulting in high water consumption en route to Appleby. Nearing Appleby it became apparent that the locomotive would not be able to make it in safety to Carlisle without more water. The road tanker now being unavailable on the down side the only option was to use the up-side-only Appleby water tower, built 1991, after nine or so previous water supplies on the S&C had been removed on the 'end of steam'.

This would involve detaching the locomotive, crossing over to the up main line and reversing to the water tower, which was eventually done - see Mark Neale's picture. There are colourful reports of conversations between the driver and the Appleby signaller who was faced with a possibly (check) unauthorised

manoeuvre against the certainly of the fire being dropped to avoid catastrophe for the loco - with all the risks and inconvenience of that course of action.

This incident brings into focus the S&C's now random water supplies. The present supply arrangements are ad-hoc, 'political' and potentially dangerous. In particular the inability of the Appleby tank to supply water cranes on both sides. Appleby used to have a MR water tower, presumably serving both sides. The pipework is possibly still in place (it is at Settle), or could be installed easily. FoSCL has custody, at Settle, of two disused water cranes, one in working order and the other capable of repair. It would be good if the working crane could be installed on the down side at Appleby. FoSCL could provide pump-priming funding (allusion deliberate!) and we could reclaim our front garden. We could even make part of our water tank available as a Settle based supply if others would fund it. I urge FoSCL to think about this situation which has the potential to limit or eradicate steam from the S&C... or with a bit of co-ordination and co-operation enhance it immensely.

Mark Rand

Ian Dewhirst

I was shocked and saddened to see the death of Ian Dewhirst reported in the February 2019 issue. Back in the 1970s, Ian was unfailingly helpful when I was a young post-graduate student researching the history of Keighley worsted workers in the 19th century. He not only shared all the resources of the Keighley reference library with me, but pointed out other useful archives informally stored around the town. He wore his knowledge very lightly,

and was a credit both to the town and to the library profession.

Christine Johnstone

Re: Who is Who?

I am writing to fully support the letter written by John Harrison in the February magazine. I have been thinking for some years now that the "by e mail" addition to letters has lost its purpose now that the vast majority of letters are sent by e mail. I would like to suggest that correspondents go further and supply their full postal address, that way the editor can extract the relevant element(s), for example both the village and town if most readers are unlikely to know where a village that the correspondent lives in, is located.

I would also like to add how much I enjoy reading the FoSCL magazine each quarter not least being able to learn new information about the line. With that in mind I would like to thank Graham Lund for his letter in the February magazine, until reading his first paragraph I had no idea that Yorkshire was a city.

Yours sincerely,

Toby Harling

5 River View
Denton Mill Close
Carlisle
CA2 5NF

(Editor's Note: I would ask in future that ALL letter writers state what contact details they would like appended to their letters. I know that some people reading this will take great exception to their full addresses being used).

Rear Cover Images

Steam on the northern section of the S&C.

Above: 61306 and 35018 at Scotby on 2/02/19 with the Winter Cumbrian Mountain Express..

Below: 60103 south of Langwathby with the Carlisle-Preston leg of the 'Cathedrals Express' on 22nd May 2018

Photos: Donald Cameron

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