

# SETTLE - CARLISLE RAILWAY JOURNAL

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Now It's Leeds - Settle - Carlisle!  
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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**Membership/FoSCL Dalescards:** SCRDC (FoSCL Membership), Railway Station, Clifford Street, Appleby, CA16 6TT.

Enquiries about **Volunteering:** Ruth Evans - 49 Kings Mill Lane, Settle BD24 9FD or email as above.

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Douglas Hodgins (07484 636513 18.00 - 20.00 hrs only please)

or for **Membership/FoSCL Dalescards** 017683 53200 (answerphone).

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**Other Useful Contacts:** Settle-Carlisle **Website:** [www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk)

**Northern Rail:** [enquiries@northernrailway.co.uk](mailto:enquiries@northernrailway.co.uk) or telephone: 0800 200 6060

**Group Bookings:** [grouptrip@settle-carlisle.co.uk](mailto:grouptrip@settle-carlisle.co.uk) **Steam Train Running:** [www.uksteam.info](http://www.uksteam.info)

**NEXT MAGAZINE:** Copy date for the February 2019 magazine will be Saturday 19th January

**Views expressed in the magazine are not necessarily those of the committee.** You can email the magazine at: [paul.kampen@settle-carlisle.com](mailto: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](http://www.foscl.org.uk)

**ADVERTISEMENT RATES FOR THE MAGAZINE:** Full Page = £75 + VAT. Half page = £45. + VAT

Quarter Page = £30 + VAT.

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

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

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

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**Cover Picture:** *The Yorkshire Dales National Park Management Plan seeks to “link destinations to catchments”. Doing just that is the sign recently installed by Network Rail at Leeds station.*

**Photo:** Drew Haley

# The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

**T**he rail industry continues to attract much adverse publicity but, beneath the surface, there are good things happening - many of these being overshadowed by negative comment.

The timetable changes brought in nationwide during May have proved to be something of a disaster in some areas of the network; in my last report I commented on meetings between ourselves, the SCRDC and Northern seeking minor adjustments to the S&C timetable from December.

We were led to believe that there was an excellent chance of these 'tweaks' to the timetable being agreed but, sadly, this has not happened and there will be no changes to our services in December. Any alterations will now have to wait until May next year, a decision taken by Network Rail following on from the problems experienced this year.

So, where is the good news?

The first of the new trains ordered by Northern are beginning to arrive from Spain and are currently being tested; crew training has commenced and some of these units may well enter service around the turn of the year with a steady flow of these trains, both EMU and DMU, being introduced during 2019.

Sadly, none of the new build units are scheduled for the S&C but these will permit the long promised cascade of units which should see trains on the S&C being formed of three coaches, rather than the two coaches at present - this does cause overcrowding at certain busy periods.

We will continue to have class 158s forming our services but, in recent weeks, we are seeing an increasing number of refurbished units, wifi should be available on all our trains from December 2019, this is one of the features demanded by today's traveller.

Comment has been made, quite rightly, regarding the shocking external condition of the signal boxes on our line, in particular Garsdale and Kirkby Steven.

The reply from Network Rail is that the signalboxes are scheduled for painting in Control Period 6, which commences in April 2019.

Also, our footbridges at Appleby, Kirkby Stephen and Settle are in need of a repaint: we have brought this up and we are hopeful of a painting programme being completed on the bridges next year.

It is pleasing to see the RHTT (water jet) train in action much earlier than last year, if you remember the S&C suffered badly with freight trains slipping to a stand in the Stainforth area last Autumn but, to their credit lessons do seem to have been learned with the incoming

***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.***

loaded gypsum now hauled by a class 60, rather than the usual class 66. One measure which has not been put in to place was the felling of lineside trees and bushes in this area but, as I understand it, the Government are working on a policy for vegetation clearance, the results of this are awaited, particularly as this is the time of year for carrying out this work, away from the nesting season.

There has also been much work carried out by S.I.G, the Station Improvement Group. I would like to report that one of the three main projects of this group was now underway, but, I'm afraid, not just yet. The repairs to Dent shelter edge closer but as yet we do not have full permission to proceed, the same applies to the footpath at Kirkby Stephen. It is not only the railway authorities but also the Local Authorities we have to deal with, it all takes time. The small team who make up S.I.G., representatives from all S&C groups together with both Northern and Network Rail, have put in a huge number of hours and we look forward (hopefully) to completion of these projects in 2019.

Two points mentioned in my previous report call for comment:

The first being the proposed shelter at Appleby. Work was scheduled to start in July but just prior to that, the contractor who was going to carry out the work suffered a dreadful blow, two key personnel died suddenly within forty eight hours of each other, being a relatively small firm, this had a major effect on their schedules and it now looks as if we will have to wait until the Spring of 2019 for our shelter.

Last, but by no means least, the second item I would again comment on are the strikes being called by the RMT union on Northern Rail. A recent meeting at ACAS produced nothing, no nearer a settlement, at the time of writing we have strike days scheduled for every Saturday unto the 10th November. The inconvenience to passengers is huge, elsewhere in the Journal is an opinion on the strike situation by a former chairman of FoSCL.

So there we are, as always, it would seem to be the case, better trains, better station facilities, both of these in the pipeline, but not just yet.

**Douglas Hodgins**

**Applications are invited for the position of**

**CHAIRMAN of the FRIENDS of the SETTLE CARLISLE LINE.**

**The present Chairman, Douglas Hodgins, has intimated that he will not be seeking re-election at the A.G.M. in May 2019.**

**Anyone interested in applying for this post should contact the Secretary, Paul Kampen at: paul.kampen@googlemail.com to obtain an application form.**

**Applicants must be on email, also, it is a fairly time consuming post and a fair bit of travelling is required.**

**The closing date for applications is the 7th January 2019.**

## Editorial

When I was a boy, many moons ago, I was often accused of talking like an old record with the needle stuck (by the way, does anybody else remember those shellac disks which revolved at 78rpm, often got scratched and broken and, yes, sometime got the needle stuck in them resulting in the same passage of music being played over-and-over again).

Well, at the risk of such accusations being made once more, I must return to a couple of themes which have dominated many Editorials at this part of the year. These can, and often have been, summed up as “we cannot go on forever”. The shock news, which broke as this magazine was being prepared, of the death of Dr John Disney brought this home in a stark and tragic way. The ‘two Johns’ have worked very hard to get our walks programme on track again and FoSCL’s sincere thanks go to both - John Carey’s tribute to Dr Disney can be found on page 16. The walks programme will continue and we hope this in itself can stand as a tribute to Dr Disney; we send our sincere condolences to his many friends.

So, is this the time for YOU to get more involved in FoSCL? This may be as an officer or committee member or as a volunteer. As you can see to the left below, our Chairman needs a successor.

Secondly: we always value members’ opinions and constructive suggestions. But committee members should not have to endure personal attacks either verbally or in print; and please consider who may be listening when discussing FoSCL with others on trains!

Finally, have a look at our new website which can be found at : <https://www.foscl.org.uk/>  
Thanks and congratulations go to our Webmaster Richard Morris, volunteer Mark Harvey and developer Arron for this great step forward in FoSCL’s communications with the outside world.

**Paul A. Kampen - [paul.kampen@Gmail.com](mailto:paul.kampen@Gmail.com)**

## Settle Waiting Shelter Wins an Award

Four hundred and fifty people attended the annual ACORP Community Rail Awards 2018 in Glasgow, the first year the event had been held in Scotland.

The varied range of initiatives and activities being undertaken by the ever-growing number of community rail organisations was evident. Awards were presented by Alex Hynes, MD of the ScotRail Alliance and, as many of you will recall, the former MD of Northern Rail.

One of the highlights of the evening was the award for the new waiting shelter at Settle in the Most Enhanced Station Buildings and Surroundings category, which was recognised for the passenger benefits it provides. The shelter gained third prize; the winners were the Friends of Buxton station who have turned an iconic K6 telephone kiosk into housing for an automated external defibrillator. Second came Largs Community Garden for a garden at Largs station.

You can read more about the awards and other community rail initiatives at:  
<https://communityrail.org.uk>

**Anne Ridley**

# FoSCL Notes



## AGM Notice

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

Nominations for the committee officers (Chairman, Secretary and Treasurer) and committee members - suitably proposed and seconded - should be received on or before Monday

7th January 2019 by:-

Paul Kampen - FoSCL Secretary

74 Springfield Road, Baildon, Shipley, W. Yorks BD17 5LX

Tea and coffee will be available from 11.00

The formal business will commence at 12.00 hrs.

There will be a break for lunch after which, at 14.15 hrs, there will be a speaker - details in the February 2019 magazine.

Agendas, minutes of the 2018 AGM and confirmation of other details will be contained

in the February 2019 magazine.

Paul A. Kampen - Secretary

November 12th 2018



*FoSCL Chairman Douglas Hodgins (left) receives the ACORP 'Most Enhanced Stations and Buildings' category third prize from Alex Hynes, MD of the Scotrail Alliance, in Glasgow.*

*Photo: Anne Ridley*

## Membership and FoSCL Dales Railcard

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

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

You can pay for your membership online at:

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

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

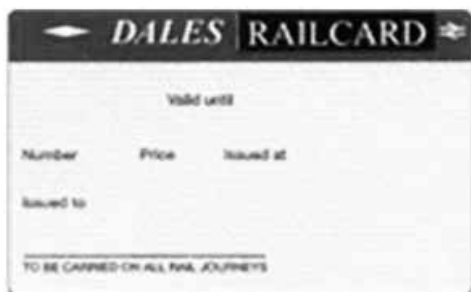


You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

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

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

FoSCL Dales Railcards should be purchased through the member login at:  
[www.foscl.org.uk.shop](http://www.foscl.org.uk.shop)



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

registering at: [www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk)

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

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

FoSCL has accordingly reflected these changes in its Privacy Policy.

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

The Policy can be found on the FoSCL Homepage via [www.foscl.org.uk](http://www.foscl.org.uk) which always shows the latest update.



## Sales Department Station Shop Opening Times

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

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

normally processed in five working days from receipt.

Thanks go to all of our members who have ordered items by post using the sales leaflet which was incorporated into the last issue of this magazine. All items on the list are still available apart from Item 12a The *Vintage Railway Posters* calendar.

The most popular items remain the Pete Shaw S&C calendar and our two 2018 Christmas cards which are available in packs of 12 for £10.50 and 5 for £5.50.

Images of the two cards can be seen to the left.

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 Railway station.

**Paul A.  
Kampen  
- FoSCL  
Secretary**



**Above: Card 1 featuring 45699 Galatea crossing Arten Gill viaduct with the Winter Cumbrian Mountain Express of 3rd February 2018. Image: Peter Ainsworth**  
**Below: Card 2: A Northern Rail Class 158 Sprinter works the 12.49 Leeds to Carlisle service, with Ribbleshead Viaduct and Whernside in the background. 11/12/2017. Image: Pete Shaw**

This is the best way to order items from our ever-expanding catalogue. Orders are

**Viaduct and Whernside in the background. 11/12/2017. Image: Pete Shaw**



## Membership Matters Your Journal

A small number of members experienced problems receiving the last edition of the Journal.

This was the first occasion that posting and packing was carried out by the printer and, while the vast majority of members received prompt delivery of this magazine, a small number did not.

Why?

Quite simply the address cards inserted in the envelopes - a few of these were back to front, the window of the envelope displaying a blank piece of card rather than the name and address. These were returned by the Royal Mail to our Membership Dept. at Appleby who posted them on to the members concerned.

Obviously this should not have happened; I, as the leading advocate for the distribution change, can only apologise to those who were inconvenienced; steps are being taken to try and ensure this does not happen again.

## Douglas Hodgins

### Deceased Members

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

Mr David Vivien Abbott

Mrs Bessie Brooke

Mr Stanley Edward Chandler

Dr John Disney

Mrs Jill Fox

Ms Beth Graham

Mr John Rodney Garfield Jones

Mrs Barbara Simpson

Mr Peter Keith Vendome Wiltshire

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

**Update:** At the time of going to press about 15 places remain. ***Northern Rail have indicated that, should there be another RMT Strike, extra buses will be made available***

The after dinner speaker will be Edward Album, our former Legal Advisor, exploring the attempt in 1988/9 to have the line run by a private company drawing on original archive material and contact with one former bidder

A Raffle will be held in aid of the Yorkshire Air Ambulance

Booking forms can be obtained from Martin and Rachel Pearson.

Contact details (e-mail preferred): martinpearson1943@gmail.com

or by post from:

23, Town Head, Settle, North Yorkshire, BD24 9JB

Phone 01729 824 428

The booking form is on the website.

Menu Summary (Full Details in August Journal):

### Starters

Field Mushroom Soup, or Braised Ham  
Hock Terrine or Honey Roast Root  
Vegetable Tart (V) or Smoked Salmon

### Mains

Traditional Roast Turkey or Beetroot and  
Three Bean Cassoulet (V) or Slow Cooked  
Beef or Herb crusted cod loin

### Desserts

Thwaites Nutty Black Christmas Pudding or  
Vanilla Pod Cheesecake or  
Dark Chocolate Tart or Cheeseboard

Dietary requirements or allergies can be accommodated.

Cheques made payable to FoSCL

## Martin and Rachel Pearson

### Settle Station Open Day

We will be holding our annual Open Day at Settle station on Saturday December 8th. All the usual ingredients will be there so please join us for sherry, mince pies, live music and conviviality from 10.30 onwards.

## New FoSCL web site (FOSCL.ORG.UK)

By the time you read this, our much improved new web site at [www.foscl.org.uk](http://www.foscl.org.uk) should have gone live. It's been ready for some time but in order to ensure that we've got all the technical details correct we've delayed making it generally available till now.

It has all the best features of the old web site, plus some new departures:

- The appearance has been much improved, it's now far more attractive and makes you want to look further into it.
- We've made it 'responsive' so that it appears at its best on all types of device, PCs, iPads/tablets and smartphones.
- We've given greater prominence to social media and News Items so that the site appears more dynamic. (And by the way, if you're running an event that is Settle-Carlisle related and might be of interest to the world out there, let us know! An email to: [webmaster@settle-carlisle.com](mailto:webmaster@settle-carlisle.com) will do it).
- You can make a really good Virtual Visit: high-definition webcams, fly over the line, our new image gallery and the remarkably comprehensive SCR Conservation Area project with photos and full details of virtually every structure along the line.
- We've made a start at integration with the other web sites in the S&C family with prominent links to Stay at a Station, Tickets, Times and Travel and more. We hope to do more of this in the future.

You'll notice the heading on the home page: 'The Leeds-Settle-Carlisle Line'. Contentious? Maybe, but it's been approved by the FoSCL Committee and met with a favourable response from the 2016 AGM when the question was put to it. We wanted to make it clear that we're responsible for 72 miles of a unique mainline railway, and not a privately run heritage railway that just runs steam trains. And FoSCL has no plans to take over anything south of Settle Junction!

Were there other reasons for upgrading the FoSCL web site? Yes, technical in the main. It was created using web site development software called Drupal. Like all software packages (see Microsoft

Windows for instance) new versions have to be released from time to time for performance, functional and security reasons. The old Drupal Version 6 that was the basis of the old FoSCL site was now out of support, meaning that any bugs or security exposures were unlikely to be fixed. The new site uses Drupal 8 which will be supported for some years yet.

Another reason had to do with sensitive personal data. With the advent of the GDPR data protection legislation last May we were concerned that we still had a lot of members' personal data stored on the web site because they'd renewed their memberships or bought a Dales Railcard online. No financial data fortunately, because we'd stopped recording bank or credit card details on any computer system some years ago. Some months ago we deleted all personal data from the old site. All retail activity, including memberships and Dales Railcards, is now handled by the online shop at [www.foscl.org.uk/shop](http://www.foscl.org.uk/shop). It's not obvious but this is a separate web site where the Drupal software is fully supported and order details including personal name and address data are securely stored.

A word about who has developed the new web site: a team of three who have worked very well together on this major project:

- Our developer, Arron King of Arrow Design, who has loyally supported us ever since we started work on the old site in 2009.

- FoSCL member Mark Harvey, who over the years has acquired a phenomenal amount of technical expertise in Drupal development. His involvement and the many hundreds of hours he has devoted to the project have saved FoSCL thousands of pounds.

- Me, Richard Morris. As a former FoSCL Chairman with an IT background I have a good overall view of what's required and the messages FoSCL wants to put across. I'm far less technical than the other two, but I haven't half learnt a lot along the way!

And finally: ever thought of developing your own web site? My advice would be: think very carefully before even attempting

it. It's frankly amazing just how complex the world of web site development has become since the old FoSCL site launched in 2010. Go to an expert before doing it yourself, and I can make some recommendations as to who might be able to help, that is if they have the time.

**Richard Morris**

## Jericho Tours 2018

**F**ive Jericho Tours were held over the summer period of 2018. The total attendance was 165 people. The Ribbleshead Visitor Centre took £310.27 in donations and the café takings were well up on all five days of the tours. The numbers were slightly down on the previous year. This was put down to the uncertainty of rail strikes and the very hot weather.



*Tony Freschini talking to the group about the repairs to the viaduct*

*Photo: Ruth Evans*

Some of the interesting comments we were given on our questionnaire forms were as follows to the question "Did the Tour meet expectations?"

Excellent guides, very helpful. Informative and amusing.

Exceeded – excellent 100%

Nancy's story very good. (Nancy lived in

Blea Moor Cottages when she was a child). Yes indeed and the volunteer marshalls looked after us all very well.

Such enthusiasm. A very interesting afternoon.

Better than expected.

Very informative.

Beyond/excellent guides.

Surprisingly the answer to the question "Where did you hear about the Jericho Tours" was that a very large percentage said through the leaflet, or some other publication and very little through the website.

About 52 people travelled on the train to Ribbleshead to join a Tour. Of the 165 who came on a Tour, at least 95% of them travelled to Garsdale, return Ribbleshead as part of the tour, which is quite good revenue for Northern. I had

arranged through Northern for Ken Leake (revenue conductor) and a colleague to be at Ribbleshead Station to collect fares from those that had travelled by car and went on the train trip to Garsdale. Thanks to Ken for bringing the free bottles of water donated by Northern.

Thanks for another successful year go to the guides, Tony

Freschini for his Ribbleshead Viaduct talks, Nancy Edmondson for her discussions with people about her life on Blea Moor, the volunteers in the Ribbleshead Visitor Centre, leaflet distributors and everyone else who came along to help.

**Ruth Evans**

## In Search of Aaron Smith

**S**o finally, on the 30th August 2018, I managed to make it to join The Real Jericho Tour, run by Friends of

the Settle to Carlisle railway. I had been meaning to come on a guided walk all summer, but other things got in the way. And this being the last of the summer, I was determined to make the walk. My interest in the railway, aside from it being a picturesque and historic route, is in a man named Aaron Smith, who was my Great Great Granddad from Paulton in Somerset, who was one of the many workers, or “navvies”, who helped to construct the line.



***A Jericho Tour party on Ribbleshead Station waiting for the train to Garsdale***

***Photo: Ruth Evans***

I have been what you might called a family history nerd, since I was a teenager, so it is an ongoing fascination to add in something of the life, around the dates on census returns, and to visit and experience the places my ancestors lived in.

Aaron appears in the 1871 census, registered under Lazonby in Cumberland, with his occupation given as railway labourer, having been a miner in Somerset, maybe he was a tunneller? He is a lodger living in No 10 Hut of a shanty town, with the Wrights, John from Herefordshire and Elizabeth from Cornwall. There were five other male lodgers, all railway labourers, from as far afield as Staffordshire, Norfolk and Cornwall. On asking Brenda, one of the volunteers leading the tour, it is likely that Aaron was living and working near Cowgill, rather than Ribbleshead, but the

living conditions of the shanty towns would have been similar.

The guided walk begins at Ribbleshead station, where you are met, and led on the tour, by friendly and informative volunteers. Participants were divided into three groups, to hear different parts of the tour; I was with a group that started in the original ticket office and waiting room, for a talk about the shanty towns, and the people who lived and worked in them. This was a great place to start for

me, and there was the opportunity to ask questions. We then walked down towards the famous viaduct, stopping as we went to look at what remains of the shanty town which grew up around Ribbleshead. At the viaduct, there was a talk from Tony Freschini, the engineer who took on the work to

restore the viaduct, and in many respects saved the line. Later on we travelled on the line to Garsdale station, and heard some further stories, one of which is very touching about Ruswarp the dog, who helped to save the line.

Family history is sometimes about imagining the life between census returns, which is a mere snapshot every ten years. One question I have asked is how did Aaron Smith travel all the way from Somerset to Lazonby? And how did he find out about the work? One of the volunteers, Paul Kampen, suggested that he may have walked, and that word of mouth might have led Aaron to the work. It must have been a long hard journey, even today the area isn't the most accessible, and as the volunteers had said, at Ribbleshead at this time there was no road in, just a dirt track, and what was left of the Roman road coming over the hill in the distance. His journey might have been done in stages, stopping and working along

the way. People would walk for miles in search of work at that time, for new opportunities, a better life with more work, better pay, and at worst to avoid the dreaded workhouse. Somerset isn't far from the Bristol Channel, maybe he took a boat across, and then walked up though the English/Welsh border counties, either as individuals, or groups of friends who might have set out together, and there would have been little choice, especially if there was little work in your own locality.

By the time of the next census in 1881, Aaron Smith is married, and living in the industrial township of Hunslet, near Leeds; his marriage certificate of 1874 at the church of All Saint in Leeds, shows that like many workers, he may not have stayed for long labouring on the Settle to Carlisle railway before moving on. And he did not return to Somerset, instead following the pull of work in big cities such as Leeds.

The Real Jericho Experience has been a great way to gain a sense of where my ancestor was living and working and the conditions he would have endured. I was able to ask some of my questions, and have a suggestion of an answer, although you will never know for sure. We visited the site on a bright a sunny day, and would have to use our imaginations for how it would be in the winter, or if the weather closed in at anytime, and to be living and working there in basic conditions, it would have been a harsh place with its memories to tell.

## **Carol Wright**

### **Heritage Tours**

**T**here were six heritage Tours included in the FoSCL Walks programme for 2018. They all took place on Tuesdays in July and August; plus a specially arranged pre-season tour in June.

Because of the revised Northern Rail timetable the tours were scheduled in the afternoon so that participants were able to arrive and depart by train at Ribbleshead. The Down train (ex-Leeds) arrived at 12.07 and the Up train (ex-Carlisle) arrived at 12.19, allowing time for the tour before departure towards Leeds at 16.14 or Carlisle at 16.36. It is pleasing to note that

a significant number of people used the train rather than come by road, although on one of the tours at least 12 people were disappointed when they became stranded at Heilifield with the train doors jammed!

The afternoon gave ample opportunity to wander around the Batty Moss area examining archaeological remains of the navy camps and construction works, still leaving time to enjoy refreshments at the Visitor Centre. Appreciative comments were made to the Guides and showed how people were fascinated to learn about the efforts involved in the construction of the massive structures in conditions unimaginable in today's world.

There were relatively few participants on the early tours, (this may be due to late distribution of information) but numbers increased during August, and overall there were more than in recent years.

Donations from participants amounted to approximately £300, including a significant contribution from the Pendle Walkers.

## **Neil Simpson**

### **Visitor to Settle Signalbox**

**W**e have folk from around the world visit the box on a regular basis. Last Saturday Mavis Wolverton called with her family. She is only from Doncaster yet has a remarkable history being a signal person for fourteen years based at the ex Stairfoot No2 box near Barnsley. This was North Eastern Railway territory though we did not hold this against her. Indeed David Hope our resident retired signaller is ex North Eastern and found therefore a kindred spirit.

Mavis demonstrated that she has lost none of her skills shifting the points with no problem. She told of placing detonators on the line in foggy days, hoping that she had got the right line there being many sidings adjacent her box. She was tickled pink when she received her certificate of competence.

## **Bob Swallow**

## Guided Walks Update

A new winter programme running until Easter has been produced with a free leaflet widely available. However, after a promising start to the relaunched programme in June, we have been decimated by the Saturday strikes. After initially just cancelling the walks we have now tried to reschedule them to Sundays or amend them to use the trains and Rail Replacement Buses operating on "Strike Saturdays". However this is very time consuming for both the Leaders and Co-ordinators and unsettling for participants who have to keep checking the website for updates.

Our new programme (strikes permitting) has a variety of walks along the line to suit all tastes. Some walks have shorter or less strenuous alternatives, especially useful if the weather intervenes, and Leaders will amend walks to take account of the prevailing conditions.

We are very keen to recruit some new Leaders to join our team. We will arrange First Aid Training for new Leaders and training from our experienced Leaders. We currently have no Leaders based at the Northern end of the line so offers of help, which would enable us to relaunch walks from Carlisle, would be particularly welcome. Please contact us by phone for a chat; weekday evenings only please.

Come and join us on a walk this winter; you can be assured of a friendly welcome.

**John Carey (01943 875445)**

## It's farewell to Anne Ridley

For the past eighteen years Anne Ridley has been employed by the S & C Railway Development Co. at Appleby Station.

During that time Anne has turned her hand to many tasks, from taking a turn in the booking office to selling ice creams when a steam special stops at the station. The first major project undertaken by Anne was to set up the trolley service, a most successful venture.

The trolleys employ local people at both Appleby and Settle, much of the goods sold from the trolley is produced locally;

a service which is much appreciated by passengers.

Anne has also been heavily involved in Group Travel (FoSCL supplies the On Train Guides to accompany groups) and also the FoSCL Membership scheme.



Anne has always been willing to promote 'one off' events: I remember a wedding party travelling from Carlisle to Appleby, the large group were served with everything from champagne to cake, a good time was enjoyed by all.

Anne has become very well known to regular passengers using Appleby, always willing to provide information when asked. In recent times she has also been a good friend to FoSCL, helping to supply stock for the Settle shop.

Anne departs for pastures new at the end of November, all at FoSCL wish her well. On a personal note I would just like to say, thank you for all your help over the years, I will miss your voice at the end of the phone, good luck in the future.

**Douglas Hodgins.**

## News Notes

### Pre-Christmas Thursday Evening Trains from Carlisle

**R**ather than the additional Thursday evening Christmas service from Carlisle to Kirkby Stephen and return, Northern will be modifying the stopping pattern of the Carlisle-Leeds service departing 20.18 hours. There will be additional stops at Armathwaite (20.32 hours) and Lazonby (20.39 hours). So, if you live locally to these stations, why not do some late-night shopping, go to the cinema or for a meal in Carlisle. Please take advantage of this and help us to prove there is a need for a permanent timetable change for stops at these stations. Put a note in your diary for the Thursdays from 15th November to 18th December.

### Anne Ridley Settle Carlisle Railway Dev Co

### Winter Offers for Dales Railcard and WYCA-issued ENCTS pass holders

**N**orthern are again making two offers available for travel on the Settle-Carlisle and Bentham lines with no increase on last year's prices.

**For Dales Railcard holders: Settle-Carlisle route (including travel to/from Leeds/Bradford Forster Square)** – a day ranger ticket will be available to Dales Railcard holders at a cost of £9.00. Up to four accompanying children can accompany the Dales Railcard holder at a cost of £4.50 each

**Bentham line (including to stations to/from Leeds/Bradford Forster Square)** – a day ranger ticket will be available at a cost of £7.00. Up to four accompanying children can accompany the Dales Railcard holder at a cost of £3.50 each

**Dates available:** Monday, 5th November 2018 to Saturday, 6th April 2019 (excluding Saturdays/Sundays 1st, 2nd, 8th, 9th, 15th, 16th, 22nd and 23rd December 2018) The tickets will not be interchangeable for travel between the two routes. The offer is not available for travel on the 06.48 Lancaster-Leeds service or 05.51 Carlisle-

Leeds services Mondays to Fridays or for journeys exclusively between Skipton and Leeds/Bradford Forster Square.

**For WYCA-issued ENCTS pass holders (Elderly and Disabled):** A flat fare ranger ticket costing £14.00 for travel on Leeds-Settle-Carlisle and Leeds-Morecambe (Bentham) lines.

**Dates available:** Monday, 12th November 2018 to Saturday, 6th April 2019 excluding Saturdays/Sundays 1st, 2nd, 8th, 9th, 15th, 16th, 22nd and 23rd December 2018 and Monday, 18th to Saturday, 23rd February 2019.

Not available for travel on the 06.48 Lancaster-Leeds service or 05.51 Carlisle-Leeds services Mondays to Fridays.

**General Information:** For both offers, tickets can only be purchased from a staffed station or, if boarding at an unstaffed station or where the booking office is closed, from the conductor on the train.

For more details go to: [www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk). Members of FoSCL can purchase/renew a Dales Railcard at [www.foscl.org.uk](http://www.foscl.org.uk) or by telephone 017683 53200.

### Anne Ridley Settle Carlisle Railway Development Co

### FoSCL Station Adoption Group

**W**ould YOU like to help look after your local station? FoSCL is fortunate in that at the S&C stations there are volunteers who tend to the gardens, keep the stations tidy, carry out some painting at lower level such as benches etc, after all the station is the first impression the passenger has of the town/village they are visiting. A vacancy will shortly be available at Kirkby Stephen, this would suit either one, or preferably two people. (or more). Full training will be given to any prospective candidate. Please contact Douglas Hodgins: [douglashodgins@btinternet.com](mailto:douglashodgins@btinternet.com)



## Survey of Anglo-Scottish Passengers Using Leeds-Settle-Carlisle Trains

**Introduction:** The survey was conducted in April 2018 with 22 volunteer surveyors from the Friends of the Settle Carlisle Line (FoSCL) asking all passengers "crossing Carlisle" about their journeys on 105 trains over a two week period. The team was organized by Ruth Evans.

Data was also collected on the proportion of passengers on northbound S&C trains alighting in Carlisle who were continuing their journey into Scotland by train. Similarly the proportion of passengers aboard southbound S&C trains departing Carlisle who had started their journeys by train in Scotland was calculated.

**Northbound:** 447 surveys were undertaken covering 551 passenger journeys. 24% of passengers on the surveyed trains arriving at Carlisle were continuing their journey by train to a Scottish station. The most popular trains for Scottish bound passengers were the 3 main morning departures from Leeds (08.49, 09.47 & 10.49) with more journeys on the mid afternoon train than the early morning (0529) departure. The most popular Scottish destination was Glasgow by a factor of six followed by Edinburgh and Dumfries. 46 other stations in Scotland were also the ultimate destination. 45% of journeys started in Leeds but only 3% in Bradford. 28% started from Airedale stations up to Skipton and 5% from other West Yorkshire stations. Only 11% of Scottish bound travellers started their journeys between Gargrave and Armthwaite. The most popular other origin stations were Hull and Harrogate. Of those stating the purpose of their journey, 31% were for business and 69% for leisure purposes. 38% bought a Return ticket; 30% a Single with 9% claiming their ticket was an "Advance". However it is likely that some of the tickets recorded as Singles were actually "Advance Singles". 19% used a Railcard.

Fares paid averaged £38.75 with a large standard deviation of £27.19. This reflects a large number of very cheap fares and a

smaller number of expensive tickets. The latter were often "Any Permitted Route" tickets and tended to be used by business travellers. The average fare paid to Glasgow was £38.69 with similar fares to Edinburgh and Dumfries.

**Southbound:** 485 surveys were undertaken covering 658 passenger journeys. 29% of passengers on the surveyed trains on board Leeds bound trains departing Carlisle had started their journey at a Scottish station.

By far the most popular train from Carlisle for cross-border passengers was the 11.55 departure followed by the erstwhile 15.06 "Express" and 14.04. Four times more passengers were recorded on the 18.14 departure than the 08.53 reflecting the early start needed from Scotland to connect with this train and the associated Peak Fares for morning peak journeys. Glasgow was the most popular origin station by a factor of eight compared with Edinburgh and Dumfries with 54 other Scottish origin stations.

The most popular final destination was Leeds (42%) followed by other Airedale stations from Skipton south (22%) and other West Yorkshire stations. Only 3% were bound for Bradford and 13% for stations between Armthwaite and Gargrave. The most popular other destinations were Harrogate and Barnsley. 35% of those declaring the journey purpose were on business with 65% travelling for leisure. Of those stating the ticket type, 39% were using a Return; 34% a Single and 8% an Advance ticket. 14% were using a Railcard.

Fares paid averaged £40.90 with a large standard deviation of £28.03. The average fare paid to Glasgow was £40.31 compared with £42.43 to Edinburgh and £35.26 to Dumfries.

**Conclusions:** The data collected was incomplete in many cases especially with regards to fares information and journey purpose; this may reflect passengers considering this to be "personal information" which they did not wish to disclose. Of the surveys undertaken slightly more passengers travelled on Thursdays but the paucity of data collected on Saturdays is a major limitation of the

survey. Surprisingly however there was not a “spike” on Friday. The fact that 27% of passengers were “crossing Carlisle” rather than Carlisle being their origin/ destination shows the importance of Anglo- Scottish journeys to the S&C and an opportunity for Northern to work with Virgin and / or TPE to offer good value through fares (include Through Advance Fares) and good connections (with flexibility on Advance tickets if connections are missed).

However it should be noted that the most popular trains for Anglo-Scottish passengers have now been retimed southbound and reduced northbound. Another major opportunity is Bradford. Whilst some passengers use Shipley as “Bradford North” (especially as the origin station), the paucity of passengers in both directions needs to be addressed. Finally, there is an opportunity to market destinations along the heart of the S&C to passengers (principally tourists) from Scotland.

As regards the viability of through trains from Leeds to Glasgow, this survey would support the introduction of one through train in each direction (assuming available paths) using bi-mode stock which could run “under the wires” between Leeds and Skipton and from Carlisle to Glasgow, using diesel power between Skipton and Carlisle. However, it is likely to be several years before such rolling stock becomes available for this service and it is probably an aspiration for the next Northern or TPE franchise (possibly extending south on electrified lines to Sheffield?)

In the short term it is recommended that connecting journeys are highlighted in publicity (with guidance to passengers about arrangements concerning the effect of late running on connections especially southbound) and efforts made to improve the quality of rolling stock used on S&C services. Many surveyors noted dissatisfaction from passengers regarding the following aspects of the current trains:

- Lack of power points for recharging devices.
- Lack of free wi-fi.
- Overcrowding (especially 2 car trains with booked parties occupying up to 40% of available seats).

- Limited / unsatisfactory toilets (especially 2 car trains with only one toilet).
- Limited catering facilities on-board

**John Disney & Emily Reeve**  
**August 2018**

## **Garsdale to Hawes - the Book of Bridges**

It is a pleasure to report a very satisfactory conclusion to this project (mentioned previously) and to thank both FoSCL (the organisation), and individual Members, for their support which contributed to success.

The first task was to raise the necessary funds to pay for conservation of the original 1870s working drawings for the 6 mile branch line between Garsdale and Hawes and restoration of the massive book in which they are bound. The line was built between 1876-1878 by Benton and Woodiwiss, contractors for sections of the Settle-Carlisle line, who also built the chapel near Garsdale. At Hawes, the branch joined the line from Northallerton, thus completing the 40 mile railway through Wensleydale and connecting the East Coast main line with the Settle-Carlisle.

We were able to close the appeal some months ago and thank the donors (114 including FoSCL, of whom 7 wished to remain anonymous) and proceed to the work, which included making digital scans of the individual pages. In addition, the funds raised will allow replica copies to be made from the digital scans, to be used for research and exhibition purposes.

On August 11, a report on the completed work of restoration was given in Hawes by Stephen Allen, the professional conservator who had undertaken it. Suffice to say that he held his audience entranced by his descriptions and photographs of the delicate technical work involved in conservation (of the individual drawings) and restoration (of the book). A detailed report of the talk by Graham Dalton is (or soon will be) available on the website of another donor, the Sedbergh and District Historical Society.

*(Concluded on Page 28)*

## Obituaries

### Dr John Disney



Many of you will by now have heard of the sudden and untimely passing of our dear friend and colleague Dr John Disney on Saturday 20th October 2018. John was a larger than life effervescent character whose enthusiasm touched so many people within the Settle-Carlisle and DalesBus communities in different ways. It is all the more poignant as he had recently celebrated his 58th birthday and retirement was a foreseeable prospect. As many will know, John was a regular contributor to the FoSCL magazine on bus matters and his most recent article will be read on the pages of this edition. It is then with some trepidation that I take on the challenge of writing a short tribute. So here goes...

John was born in 1960 and had been a long-time resident of the village of West Hallam situated between Derby and Nottingham where he had lived in the family home since childhood. Education was at Ilkeston Grammar School, continuing into higher education at Nottingham University ultimately obtaining a degree in Mathematics followed by a doctorate at Trent Polytechnic/Nottingham Polytechnic. A career in academia inevitably soon followed, initially as a secondary school teacher and eventually as a senior lecturer at Nottingham Trent University within their Business School. John was the leader of the BA Business and Quality Management course and

as part of this role would often visit as many as 40 work placement students a year to locations all over the UK, always using public transport. Other academic roles included the Royal Statistical Society of which John was an active member, attending regular meetings in London.

Through his interests in public transport John quickly gained an impressive reputation being a much sought after contributor on BBC programmes including *You and Yours*, the Radio 4 lunchtime consumer programme and BBC *Countryside*. Topics included HS2, rural bus cuts, road user charging and workplace parking levy to mention but a few. John was due to give evidence at the House of Commons Transport Select Committee enquiry into the state of the bus industry. He had also been called upon to give evidence during the enquiry leading to the Bus Services Bill. John was a prolific writer with many articles published, sometimes on thought provoking matters, in both bus and rail magazines not to forget our very own FoSCL magazine.

John's main interests were walking and the countryside, a passion he undoubtedly gained from his late mother, who was also a keen walker. They made regular trips into the Derbyshire Peak District always by public transport. Both were committed public transport users and it is believed that John never possessed a driving licence. These trips were extended to involve the Yorkshire Dales and the North Yorks Moors. John had an encyclopaedic knowledge of bus and rail timetables and used this to considerable advantage in his efforts to travel to outlying parts of the countryside. These excursions northwards from Derbyshire inevitably made use of the Settle-Carlisle railway line of which John became an enthusiastic supporter and FoSCL member.

Not put off by the early morning starts John would leave his West Hallam home at some unseemly hour to catch a bus into Derby where he would board the train to Leeds via Sheffield hoping to be just in time to catch the Carlisle-bound departure from Leeds. Most of the time this plan succeeded but occasionally arrival was greeted with the Carlisle train leaving

the station. Return to Derby following a day out walking was usually shared with football supporters as John often later related with some dismay. In addition, the return bus from Derby to home was not always as reliable as John would have liked and on many occasions there was a delay due to a cancelled service, the time usually occupied in a nearby hostelry.

In 2006 John joined the board of the fledgling Dales & Bowland Community Interest Company, a 'not for profit' company formed under the auspices of the Yorkshire Dales Society (now Friends of the Dales) with the primary objective of improving accessibility to the Dales and in some small way arresting the ongoing decline in rural transport. The group, now usually known as DalesBus, continues to provide a unique network of bus services with annual passenger numbers reaching 56,000 at one point. John provided valuable input with his academic insight into transport and policy matters.



*John Disney seen at Millers Dale two weeks before his death.*

**Photo: John Carey**

Throughout this time John has been a committed FoSCL member, initially becoming a walk leader whilst also performing a role as bus advisor. He recognised the need for integrated

transport along the Settle-Carlisle line. Indeed, the line has benefitted considerably from the connecting bus services permitting access to outlying destinations such as Hawes and Dent, both places which John visited. The volunteer-run Western Dales Bus Company was a significant beneficiary of John's help and advice and on many occasions he acted as a sounding board during our frequent phone conversations.

More recently, faced with the potential loss of the guided walks programme John decided that this simply couldn't happen. It was during a visit to the Welsh Highland Railway at Porthmadog that a plan was hatched and he asked me to work alongside him as joint walks co-ordinator. After careful consideration, probably assisted by a beer or two, I agreed and the rest is history.

Our 'meetings' were often held during a walk in the Peak District due to the geographical distance between Menston and West Hallam. Typically, this would involve meeting halfway at Sheffield Station and taking the bus out to various locations. A pub lunch was not unknown. Indeed, it was only a few days ago that I saw John for sadly what would transpire be the last time as we returned from such an expedition where we discussed the forthcoming FoSCL walks programme. Whilst John has no immediate surviving relatives he had an adopted family in the locality whom he cared very much for, in addition to which a close circle of loyal friends. John's passing will be a sad loss to his work colleagues at Nottingham Trent University and the many students who held him in high regard. Our thoughts go out to all of them. John will undoubtedly leave a void which will be difficult to fill.

On a personal note I will miss John including the time we spent jointly as FoSCL volunteers, fellow DalesBus directors, writing the odd bus article and above all as friend.

We will be holding a memorial event to celebrate John's life, the arrangements to be publicised.

**John Carey**

## Beth Graham

**W**e were saddened to learn of the death, at the age of 91 of Beth Graham.

She was a very prominent local authority figure during the campaign to save the S&C from closure in the 1980s; serving on Settle Town Council, Craven District Council and North Yorkshire County Council. The Liberal party was her natural home, whilst she fought tirelessly for the people and services in Craven.

Often regarded as “a force to be reckoned with” Beth was robust with her arguments in debates. She stood her ground in a firm way, having taken in local opinion, researched the background, absorbed what the opposition had to say, before formulating her stance to move forwards. At the S&C Standing Conference meetings in Carlisle with representatives of local authorities, rail user groups, business groups, hikers representatives, etc, all present, she could be relied upon to succinctly cut through to the heart of the matter and persuade others to take the appropriate action. Her support for the S&C was vocal and persuasive.

She was born in Settle, educated locally before emigrating to the USA for six years, then going to university to take a business degree, became a General Election candidate, later returning to participate in local politics in Yorkshire.

She died in Ingleton, and the funeral service was held at Settle Parish Church on 21st September. Present were many figures from local government; members of railway groups present included Canon John Bearpark and directors of the Settle-Carlisle Railway Development Company; the FoSCL committee was represented by Secretary/Editor Paul Kampen

## Pete Shaw

## Winter Dalesbus Update

**T**he Winter 2018-19 DalesBus services will be very similar to recent winters. Daily Little White Bus minibuses connections operate from Garsdale Station to Hawes with Demand Responsive services available to meet trains without

a scheduled connection. The Western Dales minibuses continue unaltered: Saturdays from Dent Station to Dent, Sedbergh & Kendal connecting with the 0748 train from Leeds; Fridays to Kirkby Stephen Town, Brough & Kendal.

It is possible to reach Penrith on Monday – Friday if you walk from Appleby Station to The Sands off a “right time” 07.48 train from Leeds for the Stagecoach 563 service.

Further south the 581 now runs to the same times on Saturdays as Monday – Friday with some timetable changes affecting late afternoon buses giving improved train connections at Settle. This offers many opportunities to visit Ingleton and Kirkby Lonsdale; change at Giggleswick off Leeds to Lancaster trains in the morning. Train tickets are interchangeable between Giggleswick and Settle.

The 75 bus runs every Saturday from Skipton Station (09.48) to Malham connecting with the 08.56 train from Leeds and returning from Malham at 1630. This offers great linear walks between Settle, Hellifield, Gargrave and Malham. There is also a weekday minibuses service to Malham returning at 13.35.

The TransDev 72 runs daily from Skipton to Grassington (replacing the X43 on Sundays). Minor timetable changes were made in late October so check your free DalesBus booklet or [www.dalesbus.org](http://www.dalesbus.org) carefully. There are also Sunday buses to Bolton Abbey and some daily connections at Grassington to Kettlewell and Buckden.

NYCC minibuses 11 runs Mon-Sat from Settle to Tosside and Horton via Stainforth. The 14.35 journey from Horton to Settle fills a mid afternoon gap in trains from Horton and could prove useful on cold dark Winter days. There is also a minibuses 74A from Ilkley to Bolton Abbey, Burnsall and Grassington on Monday, Wednesday and Friday.

Please note that minibuses only carry 16 passengers (no standees) so groups are strongly advised to contact the operator before travelling. Feedback on DalesBus services is very welcome to:

[media@dalesandbowland.com](mailto:media@dalesandbowland.com)

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Upper: Copyright Walter Baxter, geograph.org.uk  
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**Above:** 66720 in 'Rainbow' livery with the Mossend - Clitheroe cement train on Monday 24th September.

**Photo:** Mike Summers

**Below:** 158861 approaching Ais Gill on 4th September.

**Photo:** Peter Ainsworth







**Above:** 35018 British India Line heads the southbound Pendle Dalesman past Stockber on Wednesday 17th October.

**Photo:** Ian Pilkington

**Below:** 70811 on the logs at Garsdale. 22nd October.

**Photo:** Roger Templeman





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## All Stations Go!

The Settle Carlisle Trust and FoSCL collaborated with Three Peaks Arts to host a series of workshops and displays at Ribbleshead, Horton and Settle Stations on the 8th and 9th of September.

The displays featured the paintings, photography, pottery and sculpture of local artists and craftspeople, all of a very high standard.

Visitors were able to view the work amidst the stunning landscapes of the Yorkshire Dales, surrounded by classical music. People took part in drop-in art activities and twelve workshops, almost all of which were fully booked.

This was the first time the waiting room at Horton had been used since its refurbishment, and although the curators at the Tate Modern need not worry, it proved to be an ideal venue for such an event, and others in future,

**Displays:** The event engaged the Settle Carlisle family with visitors and the local community, to mutual benefit. There was much positive feedback from all concerned, and it is intended to work together on similar events in future.

**The Refurbished Horton Station:** Three Peaks Arts was founded in 2018 as an artist led group working to support artists within the Yorkshire Dales three peaks region. They hold an annual Open Studios and run events, workshops and exhibitions



throughout the year.

For more information, see their website <https://www.threepeaksarts.co.uk/>

## Martin Bishop - The Settle and Carlisle Railway Trust

*Above: The Musical Rocks Project is part of Stories in Stone, a programme of conservation and community projects developed by the Ingleborough Dales Landscape Partnership, led by the Yorkshire Dales Millennium Trust and supported by the Heritage Lottery Fund. This poster is part of the display at Horton-in-Ribblesdale station.*

**Photo: Mark Rand**

## Special Traffic Report

Jul 11th	67030	Doncaster to Bo'ness ecs
Jul 14th	47826/804	Carlisle to High Wycombe
Aug 16th	47746/57601	Southport to Edinburgh
Aug 27th	D213	Crewe to Carlisle
Sep 1st	68018/034	Norwich to Carlisle
Sep 8th	66743/746	Scarborough to Hexham, Royal Scotsman
Sep 11th	47760/580	Radlett to Carlisle
Sep 27th	37059/069	Carlisle water jets began
Sep 28th	D9009	Carlisle to Willington

The summer steam programme saw many different locos visit the S&C, including 45690 *Leander*, 45212, 60103 *Flying Scotsman*, 48151, 60009 *Union of South Africa*, 45699 *Galatea*, and 35018 *British India Line*. They were from far and wide - York, Wolverhampton, Euston, Bedford, Lancaster, Bangor, Leicester, Chester, Crewe and Bristol.

Network Rail test trains have run regularly, often using the New Measurement Train (HST), but on 24th Sept it was 37025 in the large logo BR blue livery top and tailing with 37099 in Colas colours. On 10th July a single NMT power car went from Craightinny to Derby - most unusual! Over the 5 days 11th-15th Sept, stone trains ran from Ribbleshead Quarry Sidings to Hunslet, the chippings coming by road from Ingleton granite quarry. The timber train which runs from Carlisle to Chirk has seen changes in motive power recently. Colas have sold their class 60s which have regularly worked the train, and a brief spell saw double-heading with pairs of class 56s, and it now seems to have settled into class 70 haulage.

Vintage locos from English Electric featured on two charters. On 27 Aug the preserved class 40 D213 *Andania* ran from Crewe. Then on 28th Sep Deltic D9009 *Alycidon* returned south over the line to Willington.

**Pete Shaw**

## Leaf Fall Preparation

Leaves on the line in Autumn can cause trains to slip to a stand if there is a damp or frosty morning. Last year the heavily loaded northbound gypsum train came to grief at Stainforth on several consecutive days, leading to severe delays to passenger services.

The rail industry has put a lot of effort into measures to try to avoid a repeat this year. The "Water Jets" have begun to run a month earlier than normal. This special train uses very high pressure water jets to blast leaf mulch off the rail head. It runs six days per week, the first working being on 27th September.

Alterations have been made to the gypsum train itself too. It had been running with the ubiquitous DB Schenker class 66 loco plus 22 wagons. Class 66s are prone to slipping in bad weather and so the loco has been replaced with an older, but hopefully more reliable class 60. These have a reputation for better adhesion in poor conditions. The tonnage of the train has also been reduced.

Switching loco type is not such a simple matter though! Not all traincrew depots retain traction knowledge on class 60s, and as the present working is from Drax power station1 Knottingley crews had to undergo a refresher course on class 60s in readiness. Then the first train with the improved traction ran on 11th October.

**Pete Shaw**





**Leaf Fall Preparation**

**Top:** 66304 with 66428 top and tail the “Water Jets” which clean the rail head. Seen on their way back north to Carlisle on 10/10/2018, in Dentdale.

**Lower:** 60039 ‘Dove Holes’ on the empty gypsum wagons returning from Kirkby Thore to Drax power station on 11/10/2018, near Garsdale.

**Photos by Pete Shaw**



## Play the sound of the Dales Create your own 'rock' music

On Wednesday 17 October a Limestone Lithophone was unveiled in the northbound waiting room at Horton-in-Ribblesdale station. The public had its first opportunity to play this instrument made of rock from Horton Quarry. People tried their hands at playing the Lithophone and were surprised by the beautiful sounds – not at all what they expected. The Lithophone will be permanently available for passengers using the waiting room who want to have a try at creating their own 'rock' music.



The instrument is like a Xylophone with tuned bars that are tapped with a beater to make a sound. Instead of wood this instrument is made of 17 bars of white carboniferous limestone from Horton Quarry. The pitch of the rock bars is determined by the thickness and length of the bars; the thinner the bar the lower the pitch and the shorter the bar the higher the pitch.

The frame is made from ash; chosen because ash is one of the native species of trees in the Ingleborough Dales.

The white carboniferous limestone rocks were donated by Hanson UK, who quarry aggregate from Horton Quarry. The pieces of quarried rock were sliced into bars and tuned at Ingleton and the frame was made in Settle. Northern Rail offered their waiting room on the north bound, down

platform to house the instrument.

The public, whether catching a train, or passing through the station to and from Pen-y-Ghent and Whernside, is invited to play the instrument with the beaters provided. There is no need to be able to play a musical instrument or worry about what the notes are called. Just tap the bars gently, doodle, make patterns of sounds, have a musical conversation with a friend. Quarry Arts, the organisation that designed and created the lithophone, is planning to use some of these musical explorations by the public to create a piece of music. Anyone interested in contributing to this musical composition should video a short piece on their smartphone, up to one minute in length, and email it to: [info@quarryarts.org.uk](mailto:info@quarryarts.org.uk).

This Limestone Lithophone was made during Musical Rocks, a project designed to encourage the public to appreciate the sonic properties of the geology of the Ingleborough Dales by exploring the sounds made by different rocks: limestone, gritstone and greywacke.

Four schools were involved in the project. The children visited either Ingleton, Dry Rigg or Horton Quarry, were taken round by staff and explored the musical properties of the rocks back in the classroom. Three of the schools now have their own musical picnic bench made from these different rocks which they have in their playgrounds.

Don Gamble from the YDMT is the Stories in Stone Scheme Manager. He said *"This unusual project by Quarry Arts is one of many community projects in the Stories in Stone scheme."* Musical Rocks is part of Stories in Stone, a programme of conservation and community projects developed by the Ingleborough Dales Landscape Partnership, led by the Yorkshire Dales Millennium Trust and supported by the Heritage Lottery Fund.

**Bobbie Millar**

*Photo: John Kitching*

## Wensleydale Railway at Christmas

**T**his year, WR's Santa Special trains will run on the first four week-ends in December (with Early Bird ticket prices on December 1/2 and 8/9) and separate Snow Sister Specials on Dec 21/22 at 16.30 and 18.30. In addition, there will be a Pantomime Train (Cinderella) on Boxing Day, December 26. Booking is essential for all these events, either via website: [www.wensleydaleraail.com](http://www.wensleydaleraail.com) or by email to: [admin@wensleydaleraailway.com](mailto:admin@wensleydaleraailway.com) or phone the WR office on 01677 435805. (Please note that there have been changes to the local road system since the recent opening of Bedale bypass and allow time to find Leeming Bar station). Happy Christmas!

**Ruth Annison**

## From the Lancaster & Skipton Rail User Group

**L**ASRUG has welcomed the more frequent service on the Leeds-Morecambe line, for which it has long campaigned. Last May saw an increase from five to seven trains each way on weekdays; and from four to five on Sundays. One more train, on weekdays and on Sundays, is promised for next May fulfilling Northern's franchise commitment. Northern had hoped to introduce all the new trains this year but, when the planning of new timetables all over their network ran into well-publicised difficulties last winter, we lost one of the new trains on both weekdays and Sundays. The missing trains were to get restored in December but, after major problems followed the introduction of new timetables throughout the north, this became May 2019.

Thankfully, as with the S&C, we were spared the chaos experienced with the new timetable elsewhere (mainly in the north-west). Operationally things soon settled down. Inevitably, some regular passengers were inconvenienced by the new times, but we have been pleased with an increase in passenger numbers. Our first train into Leeds now arrives at 08.43, early enough for those travelling

to work. The last train from Leeds is now at 19.18 (previously 16.45), and this has been widely welcomed. There are still some gaps in the weekday times, a consequence of one train each way having been taken out of the timetable at a late stage in the planning process. This will be corrected next May, when at long last we can look forward to a commuter train into Lancaster, and a suitable return train.

A disappointment has been the turning round of a number of trains at Lancaster, sometimes with a poor, or even no, connection to or from Morecambe. One of these has already been resolved, and the others are due to be remedied in December. Changing at Lancaster is quite easy when the two trains are in platforms 1 and 2 (see picture), but it is a slog to cross over to or from platform 5 when one train arrives there, especially when time is short.



***The perfect connection! Class 144 and 142 Pacers in platforms 1 & 2 at Lancaster station on 4th June.***

***Photo: John Bearpark***

We also regret the re-timing of the first Leeds-bound train on Saturdays. Previously this ran an hour later than on Mondays to Fridays and was popular with people going shopping in Leeds or other Yorkshire towns, or making connections at Leeds, when a very early start was not needed. We now have trains from Lancaster and Carlisle following each other from Long Preston to Leeds just nine minutes apart, and making all the same stops, on a day when there are few commuters. We hope this can be addressed when the full timetable comes into force next May.

The more frequent service, and the later return trains from both Lancaster and Leeds, open up many new journey



opportunities. The Community Rail Partnership is producing a series of leaflets entitled "A Grand Day Out," outlining trips to places of interest along the route, and beyond (e.g. Sheffield), with fares and suggested train times. Morecambe will become a very attractive destination when the new outpost of the Eden Project is constructed there.

The end of 2019 will bring the final withdrawal of Pacer trains. While the Class 150 units give a much better ride, they are designed for suburban work. We know we will not be receiving newly-built trains, but hope we shall be allocated trains more suitable for longer distances.

We are pleased that, after being closed for many months for refurbishment of the station buildings by Network Rail, the ticket office at Carnforth station has now re-opened. However, its future remains in the balance: Lancashire County Council is proposing to cease funding this and its other ticket offices, at Clitheroe and Nelson. The Lancashire, Furness and Leeds-

Morecambe CRPs are working with the County Council, other local councils, user groups, other bodies and Northern, trying to put together a funding package to keep the Carnforth office open. We very much hope they will succeed.

## John Bearpark

### Book of Bridges (Concluded)

An interesting outcome of the Book of Bridges project is that several descendants of the Woodiwiss family have made themselves known to me since it began and they are now considering a family gathering in Hawes next year. If anyone reading this is also a Woodiwiss descendant, please let me know via the Editor and I will pass your name and contact details on to the family for details of the week-end. Meanwhile, my most grateful thanks to everyone who helped with the project in any way, including encouragement to undertake it.

## Ruth Annison



## No. 2 Stationside

### Self Catering Apartment at the Sidings, next to Settle Station

A modern, cosy, comfortably furnished apartment, situated opposite Settle Station, with views beyond – ideal if you are travelling by train and conveniently situated for the town centre and exploring the Yorkshire Dales. King size double or twin plus a sofa bed for 1 in lounge. Sorry, no pets. Full weeks, weekends and mid-week breaks.



Contact Shirley on 01729 822386

[www.settle-b-b.co.uk](http://www.settle-b-b.co.uk)

## **Caretaker Required**

### **For Kirkby Stephen & Ribbleshead**

The role includes overseeing the condition of three of the buildings managed by S&C Railway Properties Ltd. and organising routine maintenance, fuel supplies and periodic safety inspections.

The Caretaker will also be required to undertake minor reactive maintenance and, when appropriate, to oversee work by specialist tradesmen.

The role includes duties at the Station Building (Kirkby Stephen) and at Station Master's House and the Visitor Centre (Ribbleshead)

#### **Tasks include:**

Regular external visual checks - reporting faults/damage

Minor repairs as necessary

Gas supply levels and ordering

Arranging periodic safety inspections

Liaising with specialist tradesmen and bookings officer

Gutter clearing and grass cutting

Hours will be as required - approximately between

3 and 6 hours per week at £10.50 per hour. Usual day will be a Friday, with other days occasionally possible and including best endeavours to occasional urgent call outs.

**Own transport essential - Reference required - Own tools an advantage.**

**If you are interested, please call Rachel Griffiths in the first instance on 01768 800 208**

**or email [rachel@sandctrust.org.uk](mailto:rachel@sandctrust.org.uk) for more details**

## **Assistant Secretary needed**

The Friends of the Settle-Carlisle Line need someone to support the Secretary. Why? Because the current Secretary has too many other FoSCL roles as well: magazine Editor, Ribbleshead Guided Walks leader, shops admin and schools liaison. We need a volunteer Assistant Secretary to take on some of the secretarial work.

The basic requirement is for someone to take the minutes of FoSCL Committee meetings. You will need to attend monthly meetings, usually on the second Friday of the month in Settle, typically from 10.30 am to 3.30 pm. It would be helpful if you could also prepare the meeting agendas in conjunction with the Chairman and Secretary; you will need to circulate agenda, minutes of the previous meeting and supporting documents by email to Committee members.

Time commitment: about 1 day per month.

Skills needed: word processing and email, you will need to have your own computer.

Rail travel to and from Settle will be paid for.

Interested? Please contact Paul Kampen for further details.

## The RMT Strikes - A Personal View From Richard Morris

Our readers will know that the Northern Rail network has been bedevilled by a regular series of strikes by the conductors (or guards, the title that many of them prefer) for some 18 months up until now. There is no sign of a resolution to the problem. As ever, it takes two to tango, and as a concerned FoSCL member and former Chairman I've been trying to understand what lies behind it all. My information comes from RAIL magazine and from informal contact with Northern Rail and the RMT union (whenever I just happen to know anyone from either organisation!).

The issue is the planned introduction of Driver Only Operation trains. There are two aspects to this:

1. As I understand it, the brand new trains which are scheduled to come into service with Northern very soon will be entirely operated by drivers, who will be responsible for door control and train dispatch.

2. The Department for Transport's Invitation to Tender for the current Northern franchise specified that by the end of the franchise 50% plus of all trains should be DOO (Driver Only Operation).

There are some fundamental issues at stake here. The Train Operating Company (Northern Rail) would love to reduce its costs, not so much in order to increase its profits as to reduce the amount of subsidy it receives from government, which has been specified by the DfT to reduce progressively over the course of the franchise. The RMT sees this as an attempt to do away with conductors entirely, thus striking a blow at its very existence.

So far no problem as far as the S&C is concerned. We shall continue to see refurbished old 158 and 153 Diesel Multiple Units on our line, so nothing will change. Or will it? Read on...

My informants in the RMT say that Northern Rail now want to increase the proportion of DOO trains across the whole network to close on 100%, a far

cry from the 50% plus in the franchise ITT. This will affect the S&C, we shall lose our conductors. Small wonder that the talks between the two sides are currently going nowhere if the TOC has moved the goalposts in this way.

Ah, you may say, but Northern will still have a second person on every train, though they may not have the title Conductor and won't operate the doors. But will they necessarily? At present it is a legal requirement to have a conductor on every train and the train can't depart without one. But under the new arrangements if the second member of staff fails to turn up the train can still depart with only a driver on board. Well, you may also say, not a problem on the S&C, we're a well-behaved bunch and people are very helpful. But here's an anecdote from one of our conductors' personal experience:



The last train north from Leeds on a day in the middle of winter stops at Dent. A passenger whom the conductor had already identified as being somewhat confused gets off the train. It's cold and it's dark. The conductor asks him how he's going to proceed from there (bear in mind that Dent station is 4.5 miles from the

village, the station is 1050 feet above sea level and there's nothing there). Passenger has no clear idea, so after some five minutes the conductor persuades him to get back on the train and sees him safely to Carlisle. Would a non-conductor, who is not responsible for the train, have gone to this trouble? Would the driver have had any knowledge of the situation?

The way forward will have to be compromise, as ever. According to Paul Stephens' article in RAIL Issue 861, Merseyrail have signed a provisional deal with the RMT. Under the initial proposals, 220 guards were to have been withdrawn by Merseyrail and replaced by a contingent of 60 non-safety-critical on-train customer staff on busy and late night services only. The TOC is now expected to extend this arrangement to all services, though DOO will still apply. However, talks supervised by ACAS will need to continue for a few more months, to agree fully the role and safety responsibilities of the second member of staff. The RMT has agreed that no further industrial action will take place until a final deal is reached.

A final question: should FoSCL take sides in the dispute? There are those who would have us support the RMT's position. In my view this would be a very short-sighted action and would ruin the very good working relationship that we have with Northern. When I was FoSCL Chairman, the S&C had its own bitter industrial dispute involving the refreshment trolley staff, most of whom joined the RMT. Feelings ran high on the FoSCL Committee and a large minority wanted us to side with the union. Rightly or wrongly I resisted this and we eventually issued a neutral statement regretting the dispute and hoping that it would be resolved soon. In effect we have already taken a similar position this time, the correct approach for a Rail User Group that represents its members and the passengers

on our line. But if Driver Only Operation is proposed for the S&C, what then? It would be interesting to have our members' views on this.

**Richard Morris**

## The "Summer Wine" Crowd

This photo is of the 'Summer Wine Crowd', from the preserved Settle Station signal box, plus friends and not forgetting the signal box dog 'Fred' on a visit to the Wensleydale Railway to celebrate Robin Corbett's eightieth birthday on 31st August. It was too the last day of regular summer steam on the railway, motive power being the J27 from the North Yorkshire Moors Railway. The driver invited Robin aboard - though not to drive - whilst he took the photo.

Earlier we had stopped off at Bedale to in many cases sample the 'Firemans Breakfast' though not off the shovel. The chef had to run into town to obtain a greater supply of bacon. Happy days.

**Bob Swallow**



*On the loco (but not in charge!)*  
– Robin Corbett

*L to R David Freer; Janet Benzie;  
Malcolm Sissons; Bob Swallow; Jim Pope;  
John Bearpark and Ged Pinder.*

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

**Guided Walks - Dalesrail:** My first involvement with the Settle-Carlisle Line began in 1976. At that time I was a guided walks leader for the Yorkshire Dales National Park who organized a programme of guided walks from the Settle-Carlisle Line. These walks were planned to use as many stations as possible, including those that had been restored for "occasional" use. This proved so successful that a booking system was installed for passengers wanting to go on the walks.

Following the saving of the line in 1989 the Yorkshire Dales National Park felt that they had achieved their aim which was to bring public transport back into the Dales for the use of visitors and local people. Therefore, the Park decided to withdraw their support for the guided walks programme. Rather than see this very popular way of travel to the Dales, which enabled people to join a guided walk, disappear, I offered to take on a role as Walks Co-Ordinator under the banner of the Friends of the Settle-Carlisle Line. Thus, the Friends Guided Walks programme began and has continued for 28 years. I myself was the Walks-Co-Ordinator for 20 years.

Prior to the run up of the saving of the line, unbeknown to many, I would go on Blea Moor where photographers would be lined up in their 100's as the threat of closure was imminent, asking for donations to help save the line. I remember many a photographer would tell me to hush when I was rattling my bucket. All this money was given to the Friends of the Settle-Carlisle Line as it was in its infancy and sorely needed funding to fight the closure plans.

**On-Train Guides:** During the years following the reprieve, I noticed many groups coming to travel on the Settle-Carlisle Line, often arriving by coach at Settle Station. One of the most frequent coach companies was David Urquhart. I started to travel with some of these groups describing the journey. I was then approached by one of the managers of

David Urquhart to ask me if I would be prepared to do this on a regular basis. This was a big commitment and so I asked Eric Stanley if he would help me and between us we were the first On Train Guides for the Settle-Carlisle Line. News got around the coach companies that the Settle-Carlisle Line were offering guides and this grew into quite a big operation. Glynn Hague then took over the running of the guides for the coach tours until he had to retire. The On Train Guides are still up and running after 26 years.

**Hellifield Station:** Then we turn to Hellifield Station. It was in such a sorry state being closed for many years. Roger Hardingham took a sub-lease in 2005 from West Coast Railways for the café. He came to me one day and just dropped the keys in my lap and said "you keep going on about Hellifield Station, well here are the keys get on with it". Well the state of the place was unbelievable. I managed to get a good group of volunteers to wash down the walls, windows and floors. The kitchen had to be scrubbed top to bottom, but the day came when we could open as a café. I had a group of volunteers to work in the café and we put on shows and many events to liven up the station. We had barbeques on the station, Christmas Carol services, railway memorabilia fairs and even a wedding reception. The one thing I always remember was one weekend the volunteers cleared the northern bay and it was a hot sunny day and I asked what could we make this area into. One suggestion was an outdoor swimming pool, with deckchairs and serving Pina Colada! What fun we had. The café is still open today with a big welcome from Steve the Manager there.

**Visit of HRH Prince Charles:** The next big event in the progress of time was the visit of HRH Prince Charles. This came about because I wrote to the Palace inviting Prince Charles to visit the line during the celebrations for the 30th anniversary of the introduction of special trains for walkers, which played a key part in saving the railway from closure during the mid-1980s. I was bowled over to receive a letter back saying Prince Charles would not only like to visit, but would like to travel the line on



the Royal Train, pulled for the occasion by a steam locomotive. My life was completely turned upside-down. Where did I start planning this great occasion? My first contact was David Ward who used to be in charge of Royal Trains. He was my greatest support throughout this whole venture and without his guidance it would not have happened. This was followed by a visit to the line by the Prince's staff and his detectives. I was told that I was in charge of the event and that I had to plan the trip and invite whomever I wanted. I was told that this kind of event was unknown to the Palace and they were on a learning curve. I had great support from the Palace staff who guided me through the protocol of royal visits.



**Ruth Evans greeting HRH the Prince of Wales at Settle station**

This took a full 6 months to organize. I went to local schools, invited local bands to play on the stations, arranged for all kind of local organisations to be involved. Everyone who took part had to be vetted by the Palace. David Ward put me in touch with the Midland Railway at Butterley to ask if it would be possible to have one of their steam locos to pull the royal Train. This opportunity was taken up and on

visiting the Midland Railway the *Duchess of Sutherland* was chosen. We worked with the Palace on the Crest that had to be exactly correct with the Prince of Wales feathers. On the day of the event the loco had been parked at Hellifield Station overnight. Very early the next morning a whole gang of people were out there polishing every bit of the loco. How proud they were. A tremendous task.

One incident that I will never forget is when the people from the Palace came to look over the route; it was in January and they wanted to travel by car. So, a convey of cars consisting of Palace Personnel: Detectives etc. were travelling along the Mallerstang Valley when it started snowing very heavily. The leading car suddenly swerved off the road into a stone wall. Everyone jumped out of their cars and I noticed that they were not in clothes and shoes suitable for the cold north. Luckily no one was hurt but I had to take one of the detectives to a nearby farm that I knew and ask for help. The farmer got his tractor out and pulled the crashed car back onto the road. Luckily the car was drivable, but quite a performance at the top of the remote Mallerstang Valley.

The day itself went very well. The Palace insisted that I was the formal escort to the Prince throughout his journey on the line. I was privileged to travel on the Royal Train. The invited guests all sat in one carriage with a circular layout of seats. The Prince came and chatted to each one of us. We were then served with delicate sandwiches from the very smart butlers with their white gloves on from silver trays.

The busy train stopped at Kirkby Stephen where we met most of the Trustees and dedicated a plaque that we had made in honour of his visit. We also stopped at Appleby where he met the staff from the station and the shop volunteers.

Arriving at Carlisle, I had arranged for a group from the Northumbrian Pipe Band to play as the train arrived. Wonderful, wonderful memories. A lot of hard work which took me into places I would never would have been able to go if it were not for this visit. I met so many wonderful people. A day never to forget.

*(To be continued)*

## A Passion for Steam on the Settle and Carlisle Line

A stunning new book from Maurice Burns, dealing with the wonderful spectacle of steam on the Settle and Carlisle Railway. This book is copiously illustrated with both colour and black and white illustrations, the latter recording the author's many adventures across to the fells on his bike from his home in the North East, commencing in 1960. These first chapters are truly fascinating reading, with the text behind the wonderful photos really bringing the story to life; it is an era that many of us will be too young to remember, how fortunate that the author ventured out on some marathon bike rides to record these evocative scenes. There are some diversions away from the S&C, dealing with events in the Lakes and the Alston Branch, but the stunning Black and White photos record the everyday working of steam in the northern hills.



**Maurice Burns (left) presents a copy of the book to David Ward**

**Photo: Ted Parker**

As many will know the author has been a major driving force in NELPG, and there is a chapter devoted to the restoration of "Blue Peter" and its subsequent runs over the S&C, and his unique opportunities to record steam from such diverse locations as the footplate and a helicopter. The

chapter regarding the last day of steam on August 11th 1968 is very poignant, coming as it does on this 50th anniversary year (there are photos of the events on 11th of August this year to bring the story up to date) - a day many at the time thought would be the end of mainline steam. Happily steam returned to the S&C in 1978, and the author has recorded many of the specials that have operated over the line. The colour photos are superb, undoubtedly some of the finest you will see in print, illustrating the many locos that have worked over the line since steam returned. This book is a must for anyone who has an interest in the Settle and Carlisle Railway, it provides memories of the last years of steam workings, the subsequent return of steam over the fells and will undoubtedly become a classic volume in the history of the Settle and Carlisle Railway.

### David Archer

*The royalties from the hardback Limited Edition ordered with a Friends of the Settle and Carlisle form have resulted in a donation of £300 by the author to the Friends. For those who missed out there are a small number of the Limited Edition hardback books at £34 (with an additional 32 pages) which will make an excellent Christmas present, and available direct from the author at: maurice\_burns2000@yahoo.com. All the Limited Edition books are signed by the author.*

### Remote Stations by Peter Caton

**ISBN 978-78901-408-2**

**Matador £9.99 273pp softback**

A no nonsense title which says it. FoSCL member Peter Caton's delightfully conversational style covers forty of Britain's most remote stations, two of which - Ribbleshead and Dent - are on the S&C and have a chapter all to themselves. From Smallbrook Junction on the Isle of Wight to Scots Calder at the north east tip of Scotland if your life so far has missed out on places like Achnashellach or Llangunllo this is the book for you. I discover that Peter Caton and I have a thing in common - we both did tedious battle with Northern

about those disgraceful window wraps which so spoiled the view for far too long now happily, history. Copiously illustrated revealing the sorts of views those windows once obscured.

A charming, thoughtful and easy read.

## Mark Rand

*Both these books can be obtained from the FoSCL shops at Settle & Appleby and from the webshop at: [www.foscl.org/shop](http://www.foscl.org/shop)*

## Restoration Man Visits Settle

**W**hen Pat and I decided to offer the restoration of Settle station water tower to the scrutiny of television we did so for the good of the S&C. A good decision as it turned out as, six years on, visitors from all over the world still trek to Settle to see the place, and to travel on the line. We chose Channel 4's *Restoration Man* from the two pretty obvious options and have not regretted it one bit. The line has benefitted and our lives have been enriched by meeting so many interesting and interested people.

Two recent events have cemented an already good rapport with Restoration Man. First, an enormous bunch of 'get well' flowers from producer Melissa Mayne when I broke my neck back in April and second, a message from George Clarke - could he bring his children along to see the tower and ride on the line? Well, of course.

We dined at The Talbot, and next day George was able to see for himself the amazing transformation of the area at the end of The Sidings and behind Settle Station since he last saw it six years ago - the Station-side apartments, DCC's new headquarters (moved here from Australia), FoSCL's workshop, FoSCL's signal box and of course the ongoing restorations of Settle station itself. Then a ride to Appleby and back on a middling day weather-wise, despite which Restoration Man George Clarke was able to post this online during the return journey:

*I can't even put into words how beautiful the Settle to Carlisle Railway Line is. The community volunteers are nothing short of*

*amazing! Add the journey to your bucket list because it's simply breathtaking. And say "hello" to Mark and Pat at Settle Water Tower if you get a chance.*



**Above is RM relaxing on the deck on top of the tower, pretending the sun is shining:  
Below: He and his children got certificates of proficiency from the Settle signal box.  
Photo: Bob Swallow**



**Mark Rand**

## 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.*

### A Hikers' Railway?

I enjoyed reading the above referenced article from Colin Speakman. However, I do believe that clarity is required in regard to the questions of the passengers of Dales Rail services, and their rights under the Closure Notice as released by BR in 1983.

In the article, Mr Speakman states: "... the late James Towler, the charismatic Chairman of the Yorkshire TUCC, successfully proved that the Dales Rail Station were publicly advertised and therefore legally re-opened for passenger use, this massively increased the number of people who could and did protest about the hardship the loss of the line would cause...."

There are two points to remember here. Under the wording of the actual Transport Act of 1962:

1/ People's right for objection was not

limited to hardship. The relevant TUCC's were duty bound to consider all aspects of the closure.

2/ "Any User of any service affected" could object. This is written in the actual 1962 Act, though was not printed on the 1st Closure Notice which was released in December 1983. However, during early January 1984, John Moorhouse, the then Secretary of the TUCC for Yorkshire, noted that the wording in the Act was different to that on the Closure Notice. This especially concerned not only Dalesrail services, but also for passengers who boarded the then 07.39 morning train from Settle, but who got on at Long Preston, Hellifield and Gargrave (stations that were not advertised for closure). With the perseverance of the TUCC for Yorkshire being led from the front by the pro-active Chairman James Towler, and the Joint Action Committee to save the line, the correct wording of

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the closure notice was acknowledged by the Department of Transport and British Rail. They agreed to re-release the Closure Notice (the 2nd ). This occurred in the 2nd Quarter 1984. The 2nd closure notice included reference to all Dalesrail stations. Additionally, this not only confirmed that passengers of DalesRail services could object, but also those passengers of Steam / Diesel specials, and diverted WCML trains as well as passengers from Long Preston, Hellifield and Gargrave who took the morning train.

For those familiar with the Closure, this was not the end of the matter in regard to the Notices. Due to a section of line near Garsdale entering the area covered by the North East TUCC, the closure Notice had to be issued a 3rd time.

The release of the 2nd closure notice occurred before the DalesRail stations were re-opened to a scheduled passenger (the Dalesman) service which began in May 1986.

**Edward Evans – by email**

**C**olin Speakman gave an accurate account of the DalesRail train inauguration but it is a pity he has to include unjustified criticism of BR. At the time these trains were suggested I was Passenger Marketing Manager BR (LMR) based at Euston and I remember attending a meeting at the North Yorkshire County Council offices Northallerton where we agreed to operate these trains, the use of the closed stations and payment of the charges which were not more than the additional costs involved. The tone of the meeting was totally cooperative and I certainly did not have my card marked as a result of a question in Parliament. It is only a pity this enthusiasm from ramblers which existed then has considerably diminished and the line is now saddled with some small stations the stops at which have a very small footfall and they detract from the quality of services for longer distance passengers with the result the subsidy from the taxpayer is larger than it need be.

**David Ward – by email**

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## Did the S&C 'Escape Unscathed'?

I was rather taken aback by the chairman's remarks that "we have escaped virtually unscathed" referring to Northern's May timetable chaos, maybe he doesn't get out much on Sundays. The 08.40 Blackpool to Carlisle & return at 17.48 was scheduled to run on 17 Sundays but in fact just managed one northbound journey in May and two return journeys in both June & July. Depending what mood Northern was in on the day, the 08.59 Leeds to Carlisle and/or 17.25 Carlisle to Leeds were delayed to the time of the cancelled trains in case of the former missing bus connections at Ribbleshead but not late enough to pay delay repay.

It appears that although Northern claim to have sufficient drivers they don't have any contracted to work on Sundays but rely on "rest day working" both for Sundays & also for training.

The closure of the Clitheroe to Hellifield line continues with all services cancelled in both August & September with no expectation that they will resume anytime soon. In Lancashire weekday bustitution continues into October on Colne - Preston - Ormskirk - Blackpool services despite Northern & Transport Minister agreeing that all services would be reinstated by September.

I also suspect that his optimism regarding more dms becoming available is misplaced, Northern will first have to agree with their drivers to drive "driver controlled operation" (without a guard) and then train them to drive - rest day working required or cancel more trains. I think the Pacers will still around for some time.

### John Harrison - by email

(FoSCL Chairman Douglas Hodgins responds: *I am sorry that Mr. Harrison disagrees with my comments in the August edition of the Journal.*

*I said that the S and C had escaped virtually unscathed following the introduction of the new timetable in May, that is fact, we have had very few cancellations compared to other areas of the Northern network. Mr. Harrison highlights the Sunday*

*Blackpool to Carlisle which HAS been cancelled repeatedly throughout the season, a sad loss of a service much used by walkers.*

*However, that is one train per week, nothing like the wholesale cancellations which affected some lines every day of the week.*

*Any cancellation is regrettable, some would be passengers are inconvenienced, if we could just see a settlement to the series of strikes currently afflicting Northern, together with a 'sorting out' of the rest day working', also mentioned by Mr. Harrison things would improve greatly.*

*One final point, I DO GET OUT ON SUNDAYS, my wife and I are the station adopters at Kirkby Stephen station, Sunday is our regular day at the station. Gardening, tidying up, vegetation clearance and a little painting are all on our agenda, weather permitting.)*

## Station Improvements

Thank you for the update in the August magazine regarding the improvements to be made at Settle station and others to follow. It was interesting to read the point that "traditionalists" may not welcome them. I would consider myself a traditionalist but I would always be in favour of changes that make train travel safer, easier and more convenient, and most of the proposed additions should achieve this without spoiling the atmosphere or ambience at stations.

I submitted a letter for the May 2011 magazine on this subject and shared my fears that the on train ambience would eventually be spoiled by automated announcements. At a similar time I wrote to Northern about this issue and was reassured that there were no plans to introduce such announcements on Leeds-Carlisle trains during that particular franchise. However I now fear we are on the brink of such a change, as automated announcements have recently started being used on Cumbrian Coast line services.

So predictably, their recorded announcements are intrusive, monotonous with a patronizing tone and unnecessary

repetition of information which makes them, like so many others, extremely irritating. Being spoken at by a machine for the duration of train journeys instead of welcoming, direct communication from the conductor makes the journey for me a trial rather than a pleasure. I am unable to relax and become agitated and tense and so become anxious for the journey to be over.

Sadly, when the majority of the train journeys I make are for leisure then this makes me want to use trains less as (like everyone I assume) I seek to avoid irritation and anxiety as much as possible. If train companies want to maximize my paying custom, then in return I expect them to treat me like a human being rather than a robot. Unfortunately my experience is that automated communication is continuously increasing and I can only hope that the change doesn't last. If only decision makers could appreciate how much better direct communication is and the building of real relationships between staff and passengers I feel that travel by train would be a much better experience for everyone.

**Toby Harling - by email**

**Thursday 11th April 2019**

**T**his date will mark the 30th Anniversary of the Reprieve of the Settle-Carlisle railway from a long-running threat of closure throughout the 1980s.

The 25th anniversary of the reprieve was marked by an impressive and high-profile Saved and Successful programme of celebrations, including a special steam train and extensive media publicity. It was also a huge commitment for those who worked so hard to organise it all, many of whom had been personally involved in the 1980s campaign to save the line.

Tempus fugit and 30 years is the figure used to calculate the length of a generation - which means that a substantial proportion of the present population has been born since the 1989 Reprieve (or was then too young to remember it).

I have been wondering if the 30th anniversary of the reprieve might be

used to heighten interest and awareness once again by naming 2019 as the Year of the Settle-Carlisle Railway? And to invite support from local communities and special interest groups by including one S&C-related event, talk or competition in their annual programme, to be promoted through a special dedicated website? In other words, to follow the examples of the annual S&C Ride2Stride festival of walks, talks and music and the 1996 S&C festival which marked the 10th anniversary of the re-opening of eight small stations on the line.

This formula would enable many people to participate, with minimum effort for any individual, committee or group (and little or no special expense) but through promotion of a co-ordinated theme - the Settle-Carlisle Railway - to reinvigorate awareness of the line and its many positive benefits.

**Ruth Annison - by email**

**Milk Trains**

**A** friend recently gave me a copy of the May 2018 Settle and Carlisle Railway Journal (No 152) and what a wonderful read it has been. Full of excellent photographs, articles and memories. Well done. I would like to add some further information regarding Milk Trains, following on from the letter from Richard D Morris Smith.

Born in Leeds, I joined the Express Dairy Company in London in 1969. As a railway enthusiast, I was fascinated to learn about the origin of this Company, founded in 1864 by George Barham, with the aim of bringing fresh milk into London by "express" train to ensure freshness. Hence the obvious name for his business. By the time I joined, they had three rail-linked processing sites in London: Morden for milk via the Southern Railway, Bollo Lane (South Acton) for the Great Western and Cricklewood for the London Midland and Scottish, via the Midland main line. Milk for this latter destination originated at Appleby and travelled via the S&C to London.

As the Company expanded, they also utilised the Great Central and developed a rail-served milk processing factory at

South Ruislip, which subsequently became the site for the Head office. The Company expanded into chilled products, notably Yogurt under the Eden Vale brand, the brand name deriving directly from the Eden Valley, the source of its Appleby milk.

For long service with the Company, you got their Company tie, which showed a Midland Railway 2-2-2 locomotive, the type which first hauled the milk trains over the S&C to London. Always, I might add, worn with pride!

Finally, I have fond memories of returning to Appleby Dairy some time in the 1980s and watching 46229 *Duchess of Hamilton* re-filling its tender with water from the Dairy's water supply. I assume it was water!

**Phil Cooper - Evesham**

### **Garsdale Water Troughs**

**T**he photographs of the Garsdale Water Troughs, took me back to the years 1963 and 1964 when I was a fireman in the Carlisle No: 2 link at Saltley mpd in Birmingham. In the days of steam

locomotives, I found that the drivers were generally a little paranoid about water, in particular on freight trains. They would stop and take on water at every opportunity. We worked the Birmingham to Carlisle fully fitted freights and return, which were mileage and lodging turns. In the time I worked these turns I tried but cannot remember much success in picking up water from the troughs at Garsdale. It was inevitable that we followed an express passenger train that had emptied the troughs and because of the elevated position, they were very slow to refill. On the down trains, we would always have to stop at Appleby and take on water, which to me seemed a bit pointless because it was all down hill and easy running to Carlisle, requiring very little water. I could understand the stop at Hellifield in the up direction, because we still had a long way to go. Even after leaving Water Orton, at the start of the journey, we would pick up water at Tamworth Water Troughs and if unsuccessful, stop at Burton on Trent to 'top up the tender'.

**Ray Sharratt – by email**

## **2019 Settle-Carlisle Railway Calendar**

**13 Colour Photographs of Steam and Diesel Trains in Scenic Locations Along the Line, taken by Pete Shaw.**

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### **Rear Cover Images:**

**August 11th saw the 50th anniversary of the end of mainline steam on British Railways and several steam specials commemorated that.**

**Above: LMS Jubilee 45690 *Leander* seen at Appleby. The reporting number carried by the loco, 1T57, was the original carried on the fifteen guinea special on the 11th August 1968. This was in the custody of West Coast Railway Co. who supplied it for the occasion.**

**Photo: Alan Hinkes**

**Below: A4 Pacific 60009 *Union of South Africa* takes the curve south of Helm Tunnel.**

**Photo: Rodney Towers**

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