

SETTLE - CARLISLE RAILWAY
JOURNAL

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November 2019
No 158

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It's not just Settle to 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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* Indicates member co-opted at the June 2019 committee meeting in accordance with the FoSCL constitution.

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

NEXT MAGAZINE: Copy date for the February 2020 magazine will be Saturday 1st February
Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: paul.kampen@settle-carlisle.com. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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

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

MEMBERSHIP SUBSCRIPTIONS: Individual member: £10. Junior member: £3. Family member: £12.50.
Corporate member: £40. Life member: £250. Joint Life membership: £350.

Cover Picture: We all know that many people think the S&C just starts at Settle and goes to Carlisle. Some people even drive to Settle from Leeds to travel on it! Among efforts to address this is this splendid new sign at Settle station, thanks to Ged Pinder and Matt Field in particular. Photo: Paul Brown

The Chairman's Report

FoSCL Chairman **Paul Brown** writes:

It seems a small moment passes between me writing last and now. In that small moment many things have happened and we have tried to deal with those things, expected and unexpected.

One of those things, as I indicated before, was dealing with the service pattern north of Skipton. I was hoping to report that Northern will be able to grant a stoppage at Ribblesdale Station on the ex 13.40 from Carlisle for the December timetable, sadly this will now have to be part of a new application from May 2020 onwards because of current freight pathing conflicts.

As a rail user group, I'm keen we fulfil our commitment to support the communities served by our line. Currently there is a near 4-hour gap at some stations. I'm sorry if I sound forthright here but NO. Our 13.40 ex Carlisle should stop and serve those unserved communities, namely Armathwaite, Lazonby and Kirkoswald, Langwathby, Garsdale, Dent, Ribblesdale, Horton in Ribblesdale and Long Preston.

That's not to say we wouldn't support an express service as well that ran up to Scotland and maybe originated further afield than Leeds.

In the meantime, our FoSCL volunteers have contributed to today's continued success and produced outstanding results. Some projects have been jointly funded by Northern, FoSCL and Dev Co. The end result is some excellent progress on the new wall artwork or mural inside Appleby new waiting shelter interpreting history of both S&C and Stainmore lines between Kirkby Stephen and Appleby stations. The artwork was undertaken by Jenny Tribillion, a French artist who lives at Frizinghall. The others are some station signage at both Settle and Appleby stations. Hopefully I'll be able to illustrate Appleby's new station running in boards in the next magazine. I'm just finalising the last bit of necessary paperwork with Network Rail before the final go ahead with the project to complement today's unique and on-going projects.



Jenny Tribillion
at work in
the Appleby
shelter.

Photo:
Mike Summers



Paul Brown (L) with Ribbleshead volunteers. (L-R): Janet Benzie, Ruth Evans, Martin Pearson, Neil Simpson, Jean Collyer and Rachel Pearson.

As the café season draws to close at Ribbleshead, I met with a few volunteer workers at the Visitor Centre to congratulate committee member Ruth Evans on her continued unswerving abilities to very swiftly co-ordinate the roster for dedicated volunteers to man the visitor centre and café. Alongside Leslie, the two day a week paid member of staff on behalf of The Development Company, our Volunteers at Ribbleshead have made this season work exceptionally well. Thanks Ruth and well done to all.

The Committee, this year, has been approached and asked to consider some new ideas which tends to evoke mixed emotions but interesting challenges and matters to focus on. A proposal has come from within the S&C family, namely The Development Co. who wish to explore the possibility of opening a Café at Settle Station. This is all within the remit of Northern's Station Adoption Scheme, giving the station a new lease of service to the community to complement its current commitments. Personally, I welcome this idea in principle and feel this is worthy of a 3-year trial and breathing room. But this does mean alterations to the usage of current rooms. The proposal is to move our current shop from the former Station Masters office in to the former Ladies Waiting Room (Passenger Information Room) and convert the current shop room in to a new Café. The devil is always in the detail of any workable agreement but we as FoSCL are committed to protect our own income stream first and foremost. We are currently working well with the Development Co. on this arrangement and I'm confident a good agreement will be sought with both parties to make this project worthy of a trial to be successful.

Can I at this stage welcome our new volunteers Russel and Alison Wheian Smith as guided walks /outdoor activities. An absolute pleasure to have you both on board and a warm welcome. Your efforts will undoubtedly be appreciated with the rest of our team of guides and we all hope you both enjoy your new hobby. Committee member and walks leader John Carey has worked with other walk leaders in putting together the next walks program. John has made a huge saving on the recent production of walks leaflets which is very commendable and gets a big approving nod from our Treasurer.

Douglas Hodgins doesn't escape without a mention and more importantly a job, Douglas is not only one of our Vice Presidents now but also, he still has an active role of co-ordinating our Station Adoption team. The onset of Winter is just about on us so Douglas was tasked to find out if all our station waiting rooms heaters and lighting were working ok along

with the phones to signallers and any BT services. Some faults were found and have been subsequently reported for attention. So, thanks to Douglas for following that up.

Christmas will soon be upon us so please have a look at our online sales department and what gifts we can offer you. Also, our annual Christmas open day function at Settle station will be held on Saturday 7th December, all are welcome and in addition assuming the mix has worked there' will be some of my home-made Chairman's Nettle wine available for consumption, assuming you dare try it.

May I wish all the FoSCL Committee officers, Adopters, all our volunteers and members a very happy Christmas and a prosperous new year.

Paul Brown

Editorial

My Editorial in the last issue has upset one or two members (see letters page 38). Reading it again I can find no mention of any names; what I was trying to say is that we are treating information received via the news media far too uncritically. As a tangentially relevant example I read recently in a serious broadsheet newspaper that the old railway companies built all their main lines as four tracks and that is why they were known as 'up' and 'down' lines. Really?? With regard to journal discussions there are two sides (at least!) to every argument and everyone is entitled to express opinions. I think that we will leave it at that.

On page 4 you will find initial notification of the 2020 AGM which will be held at a new venue - the Crown and Mitre Hotel in Carlisle. Some members may be asking "why now? – it's six months away!" The situation is that the FoSCL Constitution calls for officer and committee nominations by January 7th each year. As other items in the FoSCL calendar – notably the AGM – have changed over the years this clause in the constitution has failed to keep step. A sub-committee, chaired by Martin Pearson, is looking at this and other clauses where change is needed to bring things up-to-date; for that reason you may be invited to attend an SGM on the same day as the AGM.

The AGM is possibly the most important event of the year and all members are urged to see if they can come along next May. It is being organized by our Vice-chair Allison Cosgrove; Allison is planning changes in order to refresh what has become, perhaps, a rather tired format. And also, is this your time to step up to the plate and join the committee?

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

Dates for your Diary

Friday 29th November: Folk Evening "Lives on the Line" with Karin Grandal-Park at the Royal Oak, Settle. See page 18.

Saturday November 30th: FoSCL Christmas Lunch. See page 9 for details.

Saturday December 7th: Open day at Settle Station.

Saturday May 16th 2020: FoSCL AGM. See page 4 for initial notification.

April 18th & 19th 2020: Book launch at Ribbleshead. (*Murder on the Ribbleshead Viaduct* by Rev. Malcolm Lorimer).



AGM Notice

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

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

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

Tuesday

7th January 2020 by:-

Paul Kampen - FoSCL Secretary
74 Springfield Road, Baildon, Shipley, W. Yorks BD17 5LX

Tea and coffee will be available from 11.30

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 2020 magazine.

Agendas, minutes of the 2019 AGM and confirmation of other details will
be contained
in the February 2020 magazine.

Paul A. Kampen - Secretary
November 11th 2019

***Please read the Membership System information on page
7. We have made some minor changes that you need to be
aware of.***

Membership and FoSCL Dales Railcard

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

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

You can pay for your membership online at:

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

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



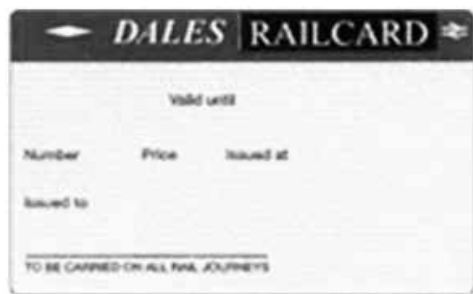
You can also pay by BACS crediting the following account: Friends of Settle- Carlisle Line, Sort Code 207842, Account No 90370894.

Please quote your membership no as the reference.

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

FoSCL Dales Railcards should be purchased online at:

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



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

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

The current cost is £12.50 per person.

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

Please allow 7-10 days for delivery.

Keep up-to-date with events and offers by

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

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

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

FoSCL has accordingly reflected these changes in its Privacy Policy.

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

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

FoSCL Notes

Deceased Members

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

Mr David Aston
Mr Ecuyer.
Mr Richard Fisher.
Mr Norman Hyland.
Miss June Nunn
Mr George N. Ratcliffe
Mr David Rowell
Mr John E.R. Whitehead

Sales Department Sales and Trading Report

Since taking over from Pat Rand, we have had a busy time in the shops with the summer trade being quite buoyant right up to October. The recently added new gift items have been selling very well with these bespoke items depicting recent images of the line's steam and diesel operations. A big thank you to the volunteers who have opened the shops over the past few months. The income from our trading is crucial to our finances which help us put monies back into the railway and to such projects as the new waiting shelter at Appleby and the various projects at Settle.

You will see a Christmas Gift Guide within this magazine. We hope you see something within the list of books, gifts, calendars and DVDs that might solve your Christmas present problems!

Roger Hardingham

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

Appeal for volunteers for Sales Stands

One of our potential projects for 2020 is to arrange a stand to take around various events in the north of England. We would like to take the message of the Friends' objectives to a far wider audience which will, hopefully,

increase our membership and create extra sales income from visiting Galas, open days etc. Would you like to help join a small team to create a mobile sales stand? If so your help would be much appreciated and will assist to increase our message about the importance of the Settle-Carlisle Railway.

Roger Hardingham - Trading Manager

Settle Station Open Day

Please visit us at Settle station for our annual open day which will take place this year on Saturday December 7th. All the usual ingredients will be there - live music, sherry, mince pies, Christmas tree and the chance to meet and chat with FoSCL committee members.

Station Shop Opening Times

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

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

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

Paul A. Kampen - FoSCL Secretary

Stop Press: As we go to print news has been released of Network Rail's £1.2m upgrade to the S&C. Engineers dug out waterlogged soil and laid 11,500 tonnes of rock. A new drainage system was also installed to better manage water levels following heavy rain. The work at Fothergill was completed by Network Rail's Cumbrian-based contractor, Story Contracting. The site is next to Birkett Tunnel and trains continued to run, without disruption to passengers.

New Membership System

You may have noticed some minor changes when your magazine arrived in August, this appeared to go well and these changes are continued this time. Here's a brief explanation in case you missed it last time

First, we're doing away with the A5 cards that used to be inserted into window envelopes, with messages on them in very tiny print that were not easy to read. Your magazine will now arrive in an A5 envelope with your name, address and membership number printed on it. It would be helpful if you could keep the envelope until you're due to renew so that you can quote your membership number at that time. With 3,000+ members it helps our Membership Department to identify you uniquely when updating your record in the database.

A reminder that you do not need to change anything yourself. Your renewal date can stay as it is, though we'll ask new members to renew on 1st March in subsequent years to coincide with FoSCL's financial year.

From now on we shall not be issuing membership cards as a matter of course: they don't serve any purpose and the vast majority of members who let us know their views said they didn't need one. If you've received this copy of the Journal you'll know you're a FoSCL member! However, if you would still like a membership card, that's not a problem and we can send you one individually. Just let us know by email to:

membership@settle-carlisle.com

or phone 017683 53200 during normal working hours.

Next time you're renewing, please do consider doing so online, it's so much simpler and quicker. Go to:

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

At the same time you'll notice that we've improved the appearance of the online shop to make it more attractive and easier to use. If you have any comments do

please get in touch via email to:

webmaster@settle-carlisle.com

or call the Appleby office at the phone number quoted above.

Richard Morris - FoSCL Webmaster

FoSCL Christmas Lunch 2019 – Saturday 30th November 2019 at The Golden Lion, Duke Street, Settle

Time 1200 for 1230

There are just a few places left for the lunch at the time of producing this issue.

The menu can be found in the August issue. The price of the meal is £26.

Master of Ceremonies- Mark Rand

Our guest speaker will be our Chairman, Paul Brown, who will outline his hopes for the future.

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

A Raffle (£1 per ticket) will be held to raise funds for Cancer Support Yorkshire -The prize will be a Christmas Hamper



Settle to Carlisle – And?

From daily conversations with visitors it is quite clear that many, perhaps most, people think that the S&C simply connects Settle with Carlisle by rail. There is often surprise that the hour-by-hour Northern trains mainly start and finish at Leeds. People have been known to drive from Leeds to Settle for their trip on the line! 'Settle and Carlisle' is what it says on the tin so to speak (OK, Carlisle and Settle if you are from Carlisle).

Every reader of this Journal is likely to know that the S&C is part of a far greater whole built by the Midland Railway from London (St Pancras, no less) to Scotland. 'Settle and Carlisle' probably became thoroughly embedded in the language during the 1980s as that was the part that was under threat of closure. And it has stuck for good in some ways. It is a slightly puzzling title too. Who in their right Victorian mind would even dream of linking just those two places and the villages in between by a horribly costly and complicated railway? Nobody, of course.

Of recent years we have tried wherever possible to use Leeds-Settle-Carlisle to more accurately convey the day to day reality yet even that fails to convey the fact that at both Leeds and Carlisle and some places in between you can travel conveniently onwards to just about anywhere; London and Scotland most obviously. Our own surveys have shown that increasing numbers of people do just that and FoSCL has pushed that case for years.

I well remember manning a stall at a railway conference in London with that banner on display when a very well known railway person stood and studied it in then said "Ah, that's where it goes is it? That's amazing!" With that level of unawareness we still have something of a mountain to climb - figuratively as well as literally. That said, 'Settle and Carlisle' as a brand name for a railway is and will remain known the world over.

Two recent steps have been taken to address the unawareness problem. The S&C Development Co have published a map showing the rail and bus connections



along the line. This map (see opposite page above) appears alongside timetables, on leaflets, on websites and as posters all along the line and further afield too.

Most recently Settle station has had this sign prominently displayed at its main entrance:





subject of continual favourable comments, the large 'SETTLE' running-in-boards especially.

Equivalent 'APPLEBY' signs have been made and will soon be in place there. 'LAZONBY AND KIRKOSWALD' and 'HORTON IN RIBBLESDALE' may take a bit longer!

Mark Rand



Above and below: Matt Field at Settle preparing to transport the signs to Appleby. Photos: Mark Rand

Like an increasing number of other signs along the line it has been made at FoSCL's joinery workshop behind Settle Station by volunteers Ged Pinder and Matt Field as part of the ongoing joint working between ourselves, Northern and Network Rail. The Gil Sans railway letters were produced and laser cut from plastic via Nigel Robinson, proprietor of iPrint on Station Road. There are glued in place with great precision by Ged and Matt onto the backing board made from Tricoya super density fibreboard, nowadays widely used for outdoor signage. The frame is in sapele hardwood. A great deal of time and effort went into sealing around every detail of each letter with black silicone sealant, barely visible at first glance but well worthy of close scrutiny.

Settle station's signage and general presentation is the



News Notes

Rolling Stock and Timetables

A s a follow on to Robert Foster's excellent article in the Settle-Carlisle Journal No 157, August 2019, we've been doing some research into both rolling stock options and timetable improvements. The latter can be the subject of a future article when we know what will be happening in the May 2020 timetable. In December this year there will be very little change.

Various people have suggested Class 170 units for our passenger services rather than the refurbished Class 158s that we now have. Personally I would prefer to see 170s as they are 3-car units which are about right for the number of passengers on most of our trains; the 158s are mostly either two cars or four. Experience of them and 158s on the Borders Railway suggests that the 170s are quieter and perform better. The interiors are good, too.

This whole discussion is rather academic for the S&C, though: we are told that there is a blanket ban on 170s on the Settle-Carlisle Line, nobody seems to know why. It is not a question of gauging.

There is however general agreement that they are indeed wasted on the Harrogate line. Technical arguments abound as to where they can best be used: there's a wealth of technical information on the internet, but the best and most understandable summary comes from FoSCL member Louis Adamowicz:

"Class 170's are high speed diesel mechanical multiple units, they have a 2-stage hydraulic transmission. Stage one is the Torque Converter; when power is applied by the driver oil fills the torque converter and the engine revs up, which allows acceleration to take place. The second stage is a Fluid Coupling; At 70mph, the oil transfers from the torque converter to the fluid coupling. The unit will then stay in this second stage until speed drops below 66mph. At this point, the transmission reverts to the first stage. The issue with 170's on the S&C arises with the gearing and line speed. As a result, at lower speeds a class 170 is much slower

to get moving from a standing start as it's like trying to move off from a stand in 3rd gear in your car. The second issue is that because the line speed on the S&C does not reach 70mph the units would never get an opportunity to change into the second stage, this would increase the wear and tear on the engines and transmissions, there would also be an increased fuel usage as you are running round in what is essentially first gear all the time. Class 158's have a very similar transmission but their second stage engages at 57mph rather than the 70mph of the 170 which negates the issues I have raised. They do cope better with the Borders Railway despite the gradients on that route however this is somewhat due to the higher line speed in places where the limit reaches 85mph allowing them to use the second stage of transmission.

So while I also find that 170's would be ideal from a passenger and crew point of view, from a technical and operational one they unfortunately just don't make sense. I hope this provides a little explanation as to why they aren't suitable."

And there, ladies and gentlemen, you have it. This no doubt explains why there's a blanket ban on 170s on our line. A pity, but there we are – and a nicely refurbished 158 is not bad at all.

Richard Morris

Below: 158 unit at Armthwaite

Above right: The interior of a refurbished 158.

Photos: Richard Morris





Another View from Pete Shaw

Preferred Rolling Stock: There has been ongoing debate within the magazine about what sort of trains various people favour for the S & C, and I would like to add my thoughts to the discussion.

There has been some praise for HSTs, or loco hauled rolling stock, but these seem so unlikely that I've ignored them.

Among the possible options mentioned have been class 185s, which were sometimes used on Barrow to Manchester services; class 170s which Northern use on Leeds to Harrogate; and perhaps the brand new class 195s now on Barrow to Manchester.

The class 185s have two sets of doors which are located part way along the carriages - normally referred to as "centre doors". These doors open directly into the passenger saloon and so let in cold air at each station they are opened at. The centre doors have luggage racks adjacent, and these partially block any forward view the passengers might otherwise have had of the scenery outside - a vital component of S&C travel where many passengers are travelling to enjoy the journey itself, and a good view out is of paramount importance.

The class 170s also have "centre doors" which allow cold draughts in. They have no less than nine darkened glass screens jutting out into the carriages, reducing any forward viewing. They have sidewall panels blocking the view from some seats. They have external destinations indicator panels which are visible inside as a large panel reducing some windows considerably.

The brand new class 195s also have

centre doors allowing draughts in, and reducing the view. Wall panels by some seats also obscure the view.

Some of our volunteers act as On Train Guides to party groups, and they need to be able to talk to their groups without centre doors or luggage racks getting in the way.

Thus I do not think 185s, 170s, nor 195s would be ideal for S & C.

The class 158 Super Sprinters are what we regularly see as S & C rolling stock provision; and these are currently being put through a fully comprehensive refurbishment programme. These 158s have doors at the ends of the carriages, and a vestibule with inner doors which go a long way to eliminating the cold draught problems of trains which have centre doors. There aren't any racks or dark screens jutting out into the passenger saloon, so forward views are not so obscured as in 185s, 170s, or 195s. The 158 interiors have been painted into clean pale colours, giving a bright and airy feeling in the large, open carriage. Information screens are being fitted which show scrolling station names, and further screens are to come showing end-point connections. Plug points, USB ports, and seat reservation 'windows' are being fitted.

A major improvement found in the refurbished 158s is that in addition to entirely new seats being fitted, the seats have also been re-positioned to give more leg room. 158s have powerful engines supplying good acceleration (90mph capability) and corridor connections at each coach end enabling longer trains to be formed with walk through ability.

Therefore, in my opinion, of all the options under review the fully refurbished 158 is better than the others, and by a good margin.

It is all very well championing newer rolling stock, but not if it is just change for the sake of change. I would only support change if it brings improvement.

So I am for keeping the fully refurbished 158s on the S & C, at least until something radically better is available, which seems rather unlikely.

Pete Shaw

Winter Fare Offers

Northern has come up with another great value offer for travel along the Leeds-Settle-Carlisle and Leeds-Bentham-Morecambe rail lines through Winter 2019 to Spring 2020.

Even better, last year's Winter Offer has had its price frozen- a Day Return ticket starts at just £7.00! The new rail travel savings can be made from 4th November 2019 through to 4th April 2020 and are available exclusively to holders of a Dales Railcard and/or English National Concessionary Travel Scheme (ENCTS) pass. Read on to find out more.

What's on Offer for Dales Railcard holders? A special Northern Day Return ticket, exclusive to Dales Railcard holders, is available to purchase between Monday, 4th November 2019 and Saturday, 4th April 2020.

Tickets are valid on all trains except the Monday to Friday 05:56 service from Carlisle to Leeds. There are no time restrictions on Saturdays, Sundays or Bank Holidays.

A Day Return on the Bentham Line (Leeds to Morecambe) with a Dales Railcard is just £7.00 for an Adult. Up to four children can accompany the Dales Railcard holder at a cost of £3.50 each.

A Day Return with a Dales Railcard, for journeys on the Settle to Carlisle Line (Leeds to Carlisle), is just £9.00 for an Adult. Up to four children can accompany the Dales Railcard holder at a cost of £4.50 each.

Normal conditions will apply throughout the offer period. Tickets are not interchangeable between the two routes.

The following dates are excluded from this promotion on both rail lines:

Saturday 7th, 14th, 21st December 2019

Sunday 8th, 15th, 22nd December 2019

Hellfield Station Tea Room

Many readers will be aware that the tea room at Hellfield Station recently closed. This had been managed for the past twelve years by Steve Goodall. Now of retirement age he has decided to take a hard-earned rest.

Amazingly on his last day, a Saturday when the café was chock a block with his many friends making a final visit, he was approached by some people from Waddington interested in continuing with the café.

Stuart Dean and Gayle McIntyre plus members of their respective families have taken a sub-lease on the station buildings and the café has already reopened Tuesdays 10.00 – 14.00, Wednesday to Sunday 09 – 1600. Both parties come from railway families and already the café has been renamed Shed 24H, the number of the erstwhile Hellfield locomotive depot.

They have already carried out a deal of refurbishment and experienced the crowds present on a steam day. Not only will hot meals be available but they are also collecting and selling railway memorabilia.

Historically the present Hellfield Station was built during 1880 after the Lancashire and Yorkshire line arrived from Blackburn allowing trains from the Manchester area to be merged with those from Leeds and Bradford to proceed north on the Settle Carlisle line opened to passengers in 1876.

The exhibition room will be available for use by interested parties. The contact details are:

Hellfield Station
Station Road
Hellfield
BD23 4HN
07854 457063

Shed24h@yahoo.com

Stuart and Gayle certainly deserve our support in their new venture.

Bob Swallow

Steve Goodall - An Appreciation

For more than twelve years Steve has been the chef at Hellfield Station Tearooms. Not just chef but washerupper, sometime cleaner and most



importantly 'maitre d'hotel' welcoming his ever increasing band of customers.

Sadly, he has decided that it is time to call it a day and who can blame him being now almost of pensionable age.

I first met Steve when he took over the café all those years ago, having myself been involved with the iconic Hellifield Station since the mid 1980s. During early years the café catered for slide and digital evening productions through the winter months with speakers on railway topics from points far and wide. At Christmas time Settle Voices put together a medley of songs, carols and readings in which the audience played an active role. Some very

useful sums were raised towards helping Yorkshire Air Ambulance. Steve was on these occasions more than happy to open as it were 'all hours'.

One of the last special events was Hellifield Methodist Church Anniversary 'Songs of Praise' which took place on the down platform with around a hundred present, music provided by Settle and Giggleswick Brass Band. In fact so many turned up that there were not enough seats so tables were pressed into use as temporary seating.

On Steve's penultimate day I called to remove the platform floral displays being later pressed into service for upwards of two hours washing up to maintain a supply of crockery and cutlery, such was the throng of folk wishing to partake of a last meal and shake Steve heartily by the hand. On behalf of all past and present diners, thanks for the memory Steve, you have left so many happy times to savour.

Bob Swallow

Below: 35018 "British India Line" near Stocker with the Carlisle-Hellifield "Dalesman" on Tuesday 13th August 2019.

Photo: Ian Pilkington



Focus on Appleby Artist at Work in the New Appleby Shelter



It started with a bare wall

And a toolbox



et voila!

Photos: Mike Summers

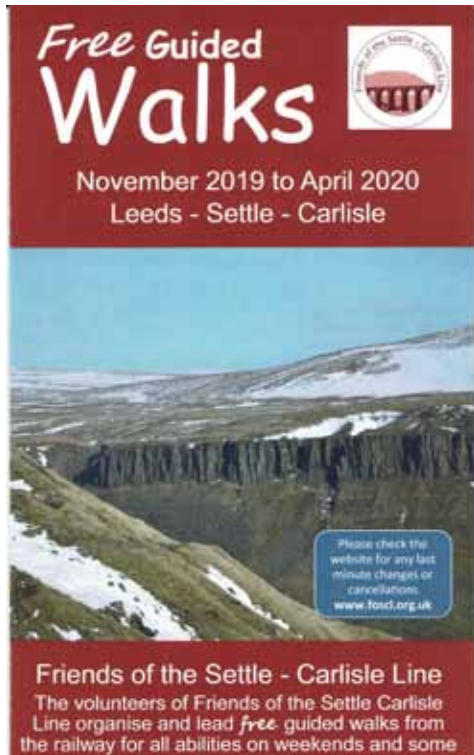


Above: Jenny Tribillion and Paul Brown. Photo: Mike Summers

Below: Meanwhile the running in boards constructed in Settle by Ged Pinder and Matt Field are ready to be installed - having been transported to Appleby by Mark Rand. Photo: Mark Rand



Guided Walks Update



As we finish the summer guided walks programme and move into the winter season it is interesting to reflect that FoSCL walk leaders have put on a total of 92 walks over the previous 12 months. This is an admirable achievement by the small team of volunteers. We are always on the look-out for new walks leaders and, as a result of the appeal in the last magazine, we are delighted to welcome two new volunteers to the team.

The winter programme is now published and distributed which is always a relief. Copies can be picked up from the usual outlets or online. As always, we do try and introduce different walks as well as including some old favourites.

Most walks will use the 09.19 departure from Leeds although occasionally we will use the 07.48 departure particularly in the winter months and to maximise the use of the daylight hours. Some walks will even make use of the Morecambe line which appears on several occasions so please watch out for special instructions which will appear on the website.

With the imminent Northern winter offers for DalesCard and Metrocard holders this presents an ideal opportunity to try some walks further north, around the Kirkby Stephen or Appleby areas. Highlights will include a Snowdrop walk around Appleby in February and High Cup Nick in April. On 28th December there will be the now-traditional Christmas Pud Walk starting from Garsdale and then on to Grisedale before finishing at the Moorcock Inn. This is graded 'Easy' so please come along (with suitable attire!).

For some a guided walk will be their first introduction to walking from the line before gaining the confidence to do their own walks whilst others simply enjoy walking with a group. However we always stress that we are not a walking club and the walks are genuinely open to all. Do please take note of the grade and if any doubt please ask. For information or advice please consult the FoSCL website or contact GuidedWalks@settle-carlisle.com

John Carey



**FoSCL Guided Walk on Hale Lane near Feizor
October 2019**

Bus Links

The summer season has presented a few problems for bus operators due to the weather events particularly in Swaledale which saw a number of roads and bridges washed away. Added to this the UCI World Road Cycling event which was to run over Buttertubs Pass and into Swaledale caused the cancellation of some services despite the fact that the race was in fact rerouted at the last minute. More recently a bridge strike at Millthorpe has curtailed the Dent services. Such are the problems of running bus services! However, despite these occasional setbacks the services have been well used and appreciated by all who travel from the train, in particular the spectacular views from Buttertubs Pass on a fine day. Indeed, FoSCL guided walks have made good use of the available bus services.

By the time the magazine is published the winter season will be well established; however travel to a variety of destinations is still possible using buses from the Settle-Carlisle line. One of the main destination possibilities remains Kirkby Lonsdale and Ingleton from the 581 Craven Connection which, whilst not exactly timed to fit with the Leeds-Carlisle services does make a good connection with the 0819 Morecambe line train from Leeds to Giggleswick, the bus departing at 09.36 from outside the Craven Arms (train arrival 09.21). Return can be made to Settle Market place. This is an excellent day out.

The Western Dales Bus S1 provides a connection from Dent Station to Kendal via Dent village and Sedbergh giving a variety of destinations. However at the time of writing the service is subject to some disruption due to a collapsed bridge near Sedbergh and it would be advisable to check the website at www.westerndalesbus.co.uk for updates. Also, please be aware that a timetable change is expected in mid-December when the connection will revert to the 1048 mid-morning arrival at Dent (09.19 from Leeds). This will make for an easier connection however there will be only one return bus meeting the 1732 southbound train at Dent.

At Garsdale Station the Little White Bus allows for a trip to Hawes and even beyond. There are connections to the 0747 and 09.19 trains from Leeds together with the 17.27 and 19.33 southbound trains from Garsdale from Monday to Saturday and main morning and evening connections on a Sunday. Some connectivity is also possible from the north. Using the 156 or the Sunday 856 it is possible to reach Aysgarth Falls or even the Wensleydale Railway. Meanwhile there are attractions in the Hawes area including the Ropeworks, Dales Countryside Museum and not to forget the nearby Hardraw Falls. If travelling beyond Hawes on Monday to Saturdays be sure to ask for a rover ticket which represents great value at £9.

The Little White Bus will also provide an on demand service to other trains and destinations outside the normal timetable upon request although bus passes are not accepted on these journeys. For details see: www.littlewhitebus.co.uk

Moving to **Kirkby Stephen** the Thursday and Friday Western Dales S4 and S5 services provide some limited connectivity from the station. In addition Cumbria Classic coaches continue to provide the Wednesday service to Barnard Castle however this is subject to timetable change at some point over the winter period at which time connection will only be possible from the earlier train. Please check their website on: www.cumbriaclassiccoaches.co.uk for any developments.

A trip to Penrith is just about possible using the weekday only Stagecoach 563 from Appleby which departs the Sands (a short downhill walk from the station) at 09.58. Connection is dependent on the train being on time.

There are some excellent days out to be had and by making use of the bus services this also gives the opportunity for more varied walks from the line. The website www.walkingintheyorkshiredales.co.uk provides some useful walking suggestions using public transport or, alternatively, contact GuidedWalks@settle-carlisle.com for further advice. For all bus times please see: www.dalesbus.org

John Carey

Cotswold Line Promotion Group Visit to the S&C

On Monday August 26th, the Cotswold Line Promotion Group ran a charter train to Appleby with a stop at Settle. The opportunity was taken to unveil plaques in the new waiting shelters at the two stations. These were funded by several organisations but not the least was the estate of the late Oliver Lovell, a very good friend indeed to the S&C and FoSCL. Ties with the CLPG have always been very



strong; when FoSCL was founded, Oliver and his committee were very helpful in giving wise advice and support which have stood us in good stead over the years. CLPG Newsletter Editor and Publicity Officer Julian Palfrey is seen here (above) with Paul Brown unveiling the plaque at Appleby.



The ladies of the Settle Carlisle Development Co. held a Coffee Morning at Appleby Station on the 18th of October.

This date was Breast Cancer Awareness Day, and all proceeds were donated to this very worthwhile charity.

Two of the Dev. Co. 'girls', Anne and Susie were certainly in the pink, Douglas And Margaret Hodgins can't wait to sample the cakes on offer!

A very successful event attracted a large number of people.

Photo: Mike Summers

Folk Evening "Lives on the Line" with Karin Grandal-Park, Royal Oak Hotel, Settle, Friday 29th November.

Lovers of the S&C and of folk music have a treat in store on Friday 29th November. As part of 'Stories in Stone' Karin Grandal-Park will present her new production of "Lives on the Line", songs about the men and women who built the

Settle-Carlisle line.

The event, which will have a narration by Mark Rand, commences at 8.00pm and admission is free. There will be a raffle in aid of Cancer Support Yorkshire.

Stories in Stone is a programme of conservation and community projects concentrated on the Ingleborough area.

www.storiesinstone.org.uk

Special Traffic Report

7 Sep 2 x 68 Norwich to Carlisle
29 Sep 2 x 47 Holyhead to Appleby
2 Oct 47804/826 Skegness to Carlisle

The programme of steam specials over the summer included all the usual locos ; 48151, 70000 *Britannia*, 35018 *British India Line*, 45690 *Leander*, 45699 *Galatea*, 45596 *Bahamas*, 60163 *Tornado*, 6201 *Princess Elizabeth*.

A new freight ran for a short period, starting on 29/7 with 56091 + 56103 running with empty wagons from Chaddesden to Kingmoor to load with spent ballast, returning overnight to Boston.

The Network Rail HST has continued, to run monthly to assess track; being substituted occasionally for 2 class 56s, and 2 class 37s, from Colas.

Winter was declared on 1st October, with the class 66 being removed from the Tees Dock to Kirkby Thore gypsum train, and a class 60 put on instead - because they have better grip on the potentially slippery rails as leaves fall. In similar vein, the Water Jets. began to run on the same day, to blast leaf mulch off the rail head. Early workings saw 60020 *The Willows* on the gypsum; and 66301 + 66302 on the Water Jets.

Freightliner liveried class 70s have appeared on both the log train from Carlisle to Chirk, and the stone train from Mountsorrel to Carlisle - both normally Colas workings. 37716 took the engineering train from Carlisle to Crewe on 8 Oct, but the consist was just a single wagon.

Pete Shaw



70809 approaches Birkett Tunnel with 6C89 Mountsorrel-Carlisle loaded ballast on Tuesday 20th August. Photo: Ian Pilkington

Overleaf: 45699 passing the Midland Hotel at Lazonby with the Dalesman on 3rd September. Photo: Peter Ainsworth







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Great discount rate for FoSCL Members!

The restored Station Master's House at Ribblehead is
a great place to stay, to enjoy the beauty of the landscape
and the history of this famous railway.



Network Rail Staff News - Two Retirements and a Death Jonty Thompson - Mobile Operations Manager, Appleby



Jonty Thompson retired in August 2019 after 40 years of railway service on the S&C. He was born in Lincoln but moved to Appleby, after his father died, at an early age, to be brought up by grandparents and attended Appleby Primary and Grammar schools. His grandfather was a signalman at Appleby and Jonty remembers visiting him in Appleby North box and travelling to Warcop on the footplates of steam engines.

After school he trained to become a draughtsman but joined British Rail in June 1979 in a 'temporary' position in an additional permanent way gang based at Appleby. Due to the uncertainty of

privatisation, Jonty transferred to Railtrack in January 1995 and trained to become a signalman - first at Culgaith, then on the relief covering Howe & Cos. to Kirkby Stephen and eventually trained all the boxes to Hellifield. He gained promotion to Production Supervisor in about 2000 and did virtually the same job, under different titles until his retirement, ensuring the safe and efficient operation of the S&C especially the signalling. He was often called to help out in emergencies at Carlisle and anywhere on the WCML from Quintinshill to south of Lancaster.

One of the highlights of his career was taking afternoon tea with Prince Charles on the Royal Train after the Prince had been given the opportunity to drive a steam loco on the S&C. Jonty married Helen in 1988 at Ormside and they have two sons, Chris who lives in Barlaston, Staffordshire and Martyn who is still at home. A very well attended 'get together' and presentation was held in Carlisle to celebrate his retirement with friends travelling from all over Cumbria, Lancashire, North Yorkshire and Dumfriesshire.

Neville Caygill - Retired Signalman of Lunds

Neville Caygill passed away on 15th. August 2019 aged 81. He had been a signalman at Blea Moor for many years until his retirement and lived at Moorcock Cottages

He is survived by his wife Sylvia and two children Andrea and Terry and the funeral service took place on 22nd. August at St. Margaret's Church, Hawes.

Mick Guilfoyle, Signalman at Settle Junction

After 28 years as signalman at Settle Jn. Mick Guilfoyle retired at the end of September 2019. A very good number of friends, from both ends of the S&C and further afield, celebrated his retirement at a Skipton Bowling Club.

Ken Harper

Guided Tours Around the Ribbleshead Viaduct Site

For the last 30 years members of FoSCL have been involved in arranging walks and events on the Settle – Carlisle Railway.

In recent years we have used as a basis the TV Drama Series called *Jericho*, eight episodes being viewed on ITV in January – February 2016. For those followers of the drama, costing £1 million an episode, it was disappointing to find that the series terminated early. It was based around the building of a massive viaduct (called Culverdale in the drama) but the social life and construction problems were clearly related to Ribbleshead, a replica “shanty town” being constructed at another location.

In the real world between 1870 and 1875, on the bleak Ingleton Fells at over 1,000 feet, the very heavy works of Batty Moss Viaduct and Blea Moor Tunnel needed proportionately more workers than similar constructions elsewhere. It was here that several encampments, one of which was Jericho, were established for up to 3,000 men and their families. The camps had many facilities including shops, post office, reading room, mission hall, school, pubs and hospital.

Before the TV drama our walks were mainly focussed around the remaining evidence of the immense construction activities in the 1870s at Batty Moss, which

was the main site of the works. Following the *Jericho* drama public interest and enquiries at the Ribbleshead Station Visitor Centre stimulated a different approach for a tour, which has become increasingly well patronised. For this the format includes a greater emphasis on the life and work of navvies in the shanty towns, as well as incorporating a closer look at the viaduct.

An encouraging aspect is that a majority arrive by train, being over 400 participants in the 2019 season. The tour involves a train journey over the Viaduct to Garsdale, at one time called Hawes Junction (“Change Here for the Back of Beyond”, as this station was referred to in an early magazine article!). Here the tour guides (who are all volunteers) tell people about life at this isolated station (no longer a junction), including the time an engine was caught by the wind and blown round and round on the turntable for nearly 30 minutes; the tragic accident on Christmas Eve 1910 when the Night Express ran into two light engines, and, of course, the story of the bronze statue of Ruswarp (a Border Collie), on the Up platform opposite the Midland Railway signal box. Ruswarp’s paw-print was included on the petition delivered to Downing Street in 1989 and helped prevent the closure of the Settle and Carlisle Line.

Our tours attract visitors from all over Britain and overseas. We also arrange private tours for groups such as the University of the Third Age (U3A), Women’s

Institute, archaeology and walking groups.

So if you have missed one of these tours, watch out for the 2020 programme.

John Langford

A sunny day at Garsdale as Mike Cooke talks about Ruswarp.

Photo: Dave Freer



New Books

Author Stan Abbott is pleased to let Friends know that he has been asked to write two new books about Settle & Carlisle Line.

Stan was co-author, with the BBC's Alan Whitehouse, of *The Line That Refused To Die*, which ran to three editions after the formal reprieve more than 30 years ago.

Prior to that, he wrote *To Kill A Railway*, which was published with the support of West Yorkshire Passenger Transport Authority during the long battle to save the line. As owner of Leading Edge Press & Publishing, he also published *Settle & Carlisle Country*, which was the first book to include a walking route for the Settle & Carlisle Way, all the way from Leeds to Settle and Carlisle – as well as a number of other walking titles along the line, and Christine Hallas's history of the Wensleydale Railway.

The first of Stan's new books will comprise a complete revision and update of *The Line That Refused To Die*, including much new material to reflect what's happened over the past three decades, as well as looking at potential futures for the line and, indeed, the railway system as a whole. Publication of this work, whose title is still being debated, is scheduled for Autumn 2020.

The second work, called *Walking The Line*, is a narrative non-fiction book based on a walking journey from Settle to Carlisle. It will not be a guide book, rather a story that interweaves history, folklore and the everyday stories of people met in the course of the walk.

Stan began his research in October, walking from Settle to Ribbleshead and on to Garsdale. He aims to complete the journey in the Spring of next year, with publication scheduled for Spring 2021.

Among subjects he wants to cover is the popular story of the navvies who lived and toiled at Ribbleshead and elsewhere.

"One of the curious things about this vast army of workers is that they came and toiled, many of them dying," says Stan. "Then, those who made it through the years of construction, seemingly vanished

to the four winds when their work was done, leaving very few accounts of life in the camps.

"I'm hoping that my research may turn a few stones to give a clearer insight into the lives of these people and I appeal to any FOSCL members who may have any information to get in touch with me."

Anyone who has insights to share can contact Stan by email at: stan@gravity-consulting.com. Both the books will be published under Stan's literary name, Stan L. Abbott.

Review

Pete Shaw's 2020 Settle-Carlisle Calendar

As each year comes round it is my pleasure to review the annual Pete Shaw Settle-Carlisle calendar. This is a special year – the final production after 25 years and for good measure there are two!

The Settle-Carlisle Railway calendar has the customary mix of steam and diesel scenes at favourite locations: Ribbleshead, Garsdale and Birkett; also the range of liveries on the locos is interesting!

The 2020 Settle-Carlisle tractors calendar has more interesting liveries and locations of these remarkably long-lived machines.

All told, both calendars offer excellent memories of our favourite line and you can spoil yourself (and maybe a friend or two) by purchasing both issues.

Thanks again Pete for the wonderful memories.

Mike Cooke

The calendars can be purchased from our webshop:

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

or from the Gift Guide contained in the centre of this issue; and of course they can be found in our shops at Settle and Appleby stations.

Crosby Garrett Navy Graves

A chance encounter several years ago led to conversation which has taken over my life! "Are you aware how many people are buried in unmarked graves in our church yard who were linked to the Settle to Carlisle Railway?"

I know now! 13 children, 5 women and 12 men. Thirty souls.

It's taken 7 months of legal forms, church Diocese agreements and the kindness of community to get the memorial. And my personal gratitude to Geoff Hodgson from Kirkby Stephen Sawmill for funding the legal costs. He lived in our house growing up and loved the village. Sadly he passed away in July. I humbly feel huge gratitude to him personally as a friend and true supporter of this endeavour.

Our vicar has agreed to bless the stones and do a memorial which will become an annual event with FOSCL invited too!

The village hall was saved because of the railway line with a gift from the railway due to the rail crash several years ago. Truly the line links so many people and their stories.

This memorial is the start of something that with the community's support (friends of the line one and all) we'd like to research the lives and deaths of the people interred in Crosby Garrett, we have burial records but would like the certificates to see where these people came from, why they are in the church yard... and then do a geophysics search to find the unmarked graves and map the information online and in archives. For this we need the sort of funding friends like Geoff helped us with.

From this we can build a truer picture of these people's lives and change the incorrect information on Wikipedia etc and information used inaccurately by TV etc.

I'm proud to look at the line every morning with a coffee in hand and work as the heritage buildings manager from Horton in Ribblesdale to Kirkby Stephen.

I'd like to ensure we all leave a lasting legacy between the building

trust and FOSCL to ensure we give the human stories of all the people who made the Settle to Carlisle Railway a reality that benefits so many people and communities to this day.

Robert Louis Stephenson wrote;

"All by myself I have to go,
With none to tell me what to do -
All alone beside the streams
And up the mountainside of dreams"

I thought it fits our endeavour, and all those that came before. That's why I chose it for the Memorial plaque.

I and the Crosby Garrett community welcome you all to the memorial event at our village and hope you can help us uncover these people's stories.
With warm regards.

Stuart Saunders



GARSDALE to HAWES: Is Reinstatement Feasible?

The railway from Garsdale to Hawes was the only branch of the Settle to Carlisle route. The enticing prospect of reinstating the railway for operation by modern trains would offer possibilities both for connections to the existing Leeds – Settle – Carlisle route at Garsdale and for through services for Hawes through Garsdale, past the Yorkshire Three Peaks to Settle, Hellifield and beyond.

The Garsdale to Hawes branch saw its last scheduled passenger service in 1959 with the track finally lifted in the early 1960's. Much of the formation remains, but, now owned by others, there is no public access although some parts are readily visible from local public rights of way. In particular, the divergence from the mainline at Garsdale station, the viaduct over Widdale Beck at Appersett and the final half mile or so to the station buildings at Hawes are in clear sight. The route from the divergence to Hawes station is a little under 6 miles in length with a ruling gradient down to Hawes of 1 in 70. There were no intermediate stations.

The line, opened to traffic in 1878, was commissioned by the Midland Railway and was constructed by Benton and Woodiwiss,

one of the principal contractors engaged in the construction of the S&C. At Hawes, the branch line met end-on with that of the former North Eastern Railway from Northallerton. Passenger services were a mix of through trains from Northallerton to Garsdale and trains to Hawes originating from Bradford or from Hellifield. The services from Northallerton to Garsdale, operated by BR North Eastern Region, ceased in 1954 whilst those from the S&C continued until 1959 (but briefly resumed in the bitter winter of 1961).

Following a public meeting in August 2018, a small team of volunteers has been investigating the possibilities of reinstating the railway to Hawes and potentially further eastwards. A formal organisation to support and promote these activities will shortly be established. The name Upper Wensleydale Railway has been coined and a website created. Preparation for a feasibility study is an imminent task. The small team of volunteers currently working on the UWR initiative will be looking to expand and extend its skills in the coming months.

Please direct your comments, assistance or support to the UWR website at: www.upperwensleydalerrailway.org.uk

Andrew Longworth

2020 Settle-Carlisle Railway Calendars from Pete Shaw Photography

13 Colour Photographs of Steam and Diesel Trains in Scenic Locations on the Line



Features steam locos: 45699 Galatea, 45690 Leander, 60103 Flying Scotsman, 48151,

46115 Scots Guardsman
Also Diesel classes 37, 56, 60, 66, 68, HST, 156

Class 37 Diesel Calendar: A New Calendar with 13 Colour Photographs of the vintage English Electric Class 37 'Tractors' in Scenic Locations on the Line

Featuring 25 locos in various liveries on freight trains, passenger workings, test trans, an inspector

saloon, the Weedkiller, Water Jets and Snowploughs. A signed and numbered Limited Edition of just 250 copies.



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

Settle and Carlisle Railway Conservation Area (SCRCA) Project Blea Moor Tunnel Air Vents and Spoil Tips by Keith Nunns

Steven Horsfall, a fellow FoSCL member who volunteers in Ribbleshead station on Wednesdays, and I decided to walk from the station over Blea Moor to Dent. This took us through the spoil tips and past the tunnel air vents on the rise to the summit at Blea Moor. Whilst walking through the spoil tips several questions arose that neither Steven or I could answer. In a discussion with Mark Harvey, lead volunteer for the Settle and Carlisle Railway Conservation Area (SCRCA) project, he pointed me in the direction of the SCRCA website which provides information about construction of Blea Moor Tunnel and its spoil tips. These pages did answer some of Steve's and my questions but also left some unanswered. The relevant web links are provided below and I am grateful to Mark for his assistance.

The spoil tips on Blea Moor are very large and high - appreciated most when one follows the footpath through the shafts and tips to the summit of Blea Moor. For the purposes of the SCRCA Project, the term 'spoil tip' refers to a clearly defined area of raised ground formed by the tipping of rock waste or 'spoil' extracted during cutting and boring tunnels and associated access shafts between 1869 and 1876. In many cases, these spoil tips form distinctive radiating (often hand-shaped) patterns that reveal the process that formed them.

The first question we asked ourselves didn't concern the above-ground spoil tips but how the spoil and rocks were cut and removed from the tunnel during its construction and brought to the surface.

Seven shafts were actually sunk during construction of the tunnel although only the four that provide ventilation are now visible. The two tunnel entrances from the north and south together with the seven shafts gave 16 tunnel faces enabling 16 gangs of men to work from 10.00pm Sunday until 10.00pm on Saturday, relays of men relieving one another at 6.00am

and 6.00pm. By working the 16 faces, the tunnel was completed in four years, instead of thirty two, a period which would have taken construction up to 1903 and would have been unacceptable to the Company's shareholders.

Shaft A, sunk at the proposed entrance to the south end of Blea Moor tunnel, is 35 yards deep (15.8 metre). A 12inch (0.3 metres) winding engine was employed, which also worked an 8 inch (0.20 metres) pump to supply the men below with air.

No. 1 shaft is a permanent shaft which was sunk to the foundation level. A 12 inch (0.3 metre) winding engine was used to draw the debris from the tunnel. A larger 16 inch (0.40 metre) engine was employed to pump the water and blow air to the men at the bottom.

No. 2 shaft is also a permanent shaft. A 16-inch (0.40 metres) winding-engine was used to draw up the debris from the tunnel and a 20 inch (0.51 metre) engine is fixed for working the 10 inch (0.25 metre) pump, the same as No. 1.

Steven and I are aware that gunpowder or dynamite was used to blast the tunnel. This, however, raises the question of whether the gangs and horses had to move from the workings to a safe distance when a blast was taking place and, if so, what was considered a safe distance? Health and Safety rules would require it today but did similar rules exist in 1870? I haven't been able to find any information in the period reports on the SCRCA website how this was done. Also, was the safety of a gang during blasting exacerbated by the fact that 16 faces were being worked at the same time? Presumably blasting on the faces could have been undertaken at any time during a 24 hour period. The short distances between each of the 16 faces would have meant that there was a danger of blasts affecting the opposite face and the gang working there. As there don't appear to be any reports of any accidents or deaths due to blasting on adjoining faces, one must assume that the gangs and engineers knew from experience how to

blast safely.

Reports from the time state that the rock was broken up by hand-drilling, the holes being filled with dynamite, guncotton, or gunpowder, and fired by means of a time fuse. Blasting the rock required care as sometimes pieces of 15cwt (762 kg) flew a distance of 20 yards.

As I have been unable to find any information about how far workers would have moved back from the face when blasting, one must assume that they had learnt from experience what that safe distance was and that it wasn't therefore considered necessary to record this.

The debris was then cleared away, either up the shafts in "sleps" or in wagons at the open end. Wheelbarrows or temporary tramways were used to move waste material from the working faces to the base of the access shaft. The waste material was then winched-up the access shafts in 'sleps' (ie skips or large buckets/tubs) using human-powered, horse powered or steam-engine-powered winches.

Unfortunately I have been unable to find a record of how long the workers and horses had to wait for dust to settle after blasting before it was considered safe for them to return to the face to commence removing the loosened rock. Candles were used to provide a small amount of light in the tunnel but wouldn't these have been almost useless in the dusty atmosphere after an explosion? But again experience must have taught them how quickly they could return to the face. The Company would have wanted the gangs to return to the face as quickly as possible so that there were no unnecessary delays in completing the construction of the tunnel.

Back on the hillside outside the shafts, the tips are a mix of large rocks and rubble which were raised from the tunnel workings with the aid of a "jack roll," which is like the windlass over a well, until horse gins could be got into position; and these in their turn were superseded by four winding engines, placed at the four principal shafts.

From the attached photographs, the size of the spoil tips are clearly visible as are the large gaps between the shafts and

the spoil tips through which the footpath passes to the top of Blea Moor. Steven and I asked each other what would have been involved in creating these tips, considering the enormous size and weight of some of the rocks that are still visible.

Period reports state that labourers pushed wheelbarrows or tramway tipper wagons along temporary wooden barrow-runs or metal tramway tracks to the edge of the tipping face, where the waste material was tipped-out in a 270 degree spread, eventually forming a slight bulge in the tipping point. These barrow runs/ tipping tramways were laid on ground that had been either levelled, or graded with a slight downward slope. The tipping points always faced towards lower ground.

Subsequent loads would gradually extend this bulge into a finger-shaped ridge or tipping line (as can be seen today). As the length of the tipping line grew, the barrow run or tramway track would have been extended along the top of it. However, this meant that it would take more time (and require more effort) to reach the tipping face with each fresh load of spoil.

Therefore although we know how the spoil was tipped, what isn't mentioned in reports is how the workers lifted the largest rocks that can be seen in the spoil tips on to and off the skip/bucket/tub at the bottom then took them off at the top of the shafts. It would have taken great strength and care to have done so safely.

It is believed that the tipping barrow run or tramway from at least one of the access shafts on the southern flank of Blea Moor crossed the main rope-hauled tramway via some kind of temporary bridge. If the gangs could build a series of tramways solely to allow them to build a railway, today we can be confident that they would have thought nothing of building a simple bridge or two over the tramway in order to dispose of the spoil.

There are images of the Blea Moor air vents and Spoil Tips on the SCRCA web pages on the FoSCL website which can be accessed by looking at the following structure references:

249520 - Spoil Tip A (above Blea Moor Tunnel, radial pattern, 11 arms)
 249770 - Spoil Tip for Blea Moor Tunnel, Shaft 1 (east - radial pattern 3 arms)
 249780 - Spoil Tip for Blea Moor Tunnel, Shaft 1 (west - radial pattern 6 arms)
 249800 - Blea Moor Tunnel Air Shaft 1
 249940 - Spoil Tip 2 (above Blea Moor Tunnel, west - radial pattern 9 arms)
 249950 - Blea Moor Air Shaft 2
 250270 - Tramway to gritstone quarry on Crag of Blea Moor
 250290 - Winding house for Blea Moor tramway northern incline

As mentioned at the beginning of this article, I spoke to Mark Harvey about the Blea Moor spoil tips and he guided me to pages in the SCRCA website which set out information from reports written at the time the railway was being constructed. The links to those pages are listed below for those who may wish to read more about construction of the line. This article has been based on those reports although some questions about aspects of the work still remain unanswered as there is no reference in the historic documents; it may have been that the operations were so normal of the late 19th century day to

day construction activities that it wasn't considered necessary to record them. We can assume, however, that to those involved in railway design and construction many tasks were not seen as problems but were dealt with as part of a normal day's work.

<https://www.foscl.org.uk/scrca/what-are-railway-tunnels-and-why-are-they-necessary>

<https://www.foscl.org.uk/content/scrca-primary-reference-review-fs-williams-1876-blea-moor-tunnel>

<https://www.foscl.org.uk/content/scrca-primary-reference-review-fs-williams-1876-rise-hill-tunnel>

Keith Nunn's

Below: One of the Blea Moor Airshafts and a spoil tip - a typically bleak Blea Moor scene!

Photo: Keith Nunn's



My day out with the miners

I have a half brother who is younger than me (but also very distinct in height). We hail from a mining family background. Grandfathers and fathers were all coal miners.

About 2 months ago I had the privilege of hosting 2 former coal miners up the line along with their wives. Joining our group was my brother and Frank Laver one of our on train guides who was a former technical engineer in the coal mining industry. Also there was David Viney who's a regular local but used to be an electrical engineer at former at Maltby Colliery. Our good neighbour at Settle station Les Barlow, came along for the ride and to enjoy a couple of pints of real ale and a chin wag.

The former miners I was hosting were two chaps, one called Eddie Downes, who wrote a book called *Yorkshire Collieries 1947 - 1996* which is about 2 inches thick and took 9 years to compile. Although out of print this is well worth getting your mits on if you get the chance. The other chap was called Tony Banks former Lofthouse Colliery miner in West Yorkshire.

On the 21st March 1973, 2 years before I was born, miners were taking a standard long wall cut of Coal, 700 feet below the surface nearly 4 miles away from where they entered the mine, at a place called Kirkhamgate near Wakefield. This was when disaster struck. The section was called coalface South 9B. The miners accidentally cut into an old abandoned mine workings which was full of water, sludge and slurry.

After 7 long days of an attempted rescue attempt using pumps, miles of pipe and frog men the rescue was abandoned. In coalface South 9B when it was truly pumped out both roadways were blocked with so much sandstone, slurry and debris the attempt to claim the 6 entombed men's bodies was halted. Now roughly above where the disaster happened stands an obelisk as a memorial of respect to the 7 who sadly lost their lives, 6 of which are still entombed 700 foot below the surface. Mining the coal was one of life's general common necessities in the village of Kirkhamgate. Remembering the sacrifices

our forefathers gave to this industry is sobering when you realise that many of them paid for this with their lives. Coal miner Tony Banks was working in a deeper seam on the night of this disaster and remembers being stood in the roadway along with other colleagues and then being bowled over to the ground by a sudden rush of air pressure when the inrush of water penetrated.

It was a great pleasure and privilege to accompany them both on our line.

Further information on the mining industry is available at the museum based between Wakefield and Huddersfield (WF4 4RH) <https://www.ncm.org.uk/>

Paul Brown - FoSCL Chairman

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This project is part of "Stories in Stone", a scheme of conservation and community projects concentrated on the Ingleborough area.

The scheme was developed by the Ingleborough Dales Landscape Partnership, led by Yorkshire Dales Millennium Trust and supported by the National Lottery Heritage Fund.

70052 "Firth of Tay" by Terry Nicholls

It has taken 55 years for me to put this little story in writing and as a retired railwayman, I don't think I will be causing any problems for the other railwaymen involved as they will have long since been retired too.

Firstly, I have to admit to being a "Western" man having been brought up at St. Budeaux in Plymouth within sight of

Brunel's magnificent Royal Albert Bridge, where I became a loco-spotter and saw my first Britannia Pacific (70019 *Lightning*), which was allocated to Laira in 1951. When I left school in 1957, I started my 40-year railway career as Clerk to the Area Carriage & Wagon Foreman at Plymouth Millbay – once the terminus of the South Devon Railway and the Cornwall Railway and absorbed by the GWR. Today, it is not even on the railway map! From Millbay I moved to the then steam loco shed at Laira as a clerk and in November 1959, I decided to use up one of my free passes with a weekend trip to Glasgow as I had never been to Scotland!

On 31st October, 1959, I travelled overnight from Plymouth to Manchester and got on a Liverpool to Glasgow train at Manchester Victoria which was hauled by 70052. Whilst taking water at Carlisle, I got talking to the Driver and told him I worked at the shed at Laira in Plymouth and as this was my first ever visit to Scotland, was there any chance of a ride over the border on the footplate? The Driver, a Polmadie man, looked up and down the platform to see if there was any "brass" about and told me to get on and hide myself in the far corner of the cab!

Some time after we had crossed the border and my objective had been achieved, the Fireman who was having problems with the steam operated coal pusher, disappeared into the tender and was subsequently heard shouting to the Driver. I was told to sit in the driving seat with my hand on the regulator and if I saw anything but green signals to shut the regulator and shout! The Driver then disappeared back in the tender with his mate! I can still see the train's tonnage chalked on the cab roof by the driver, it was 14/451 - 14 coaches and 451 tons – and remember thinking if only the passengers were aware of the fact that a teenage clerk was actually in charge of their train, be it only for a few minutes, but it seemed a lot longer at the time! However, all the signals were green and both the Driver and Fireman returned to the footplate! I had not told the Driver any lies about working at Laira, but I had not mentioned the fact that I was a clerk and

I can only assume that he thought I was a young fireman!

Now fast forward to 21st January, 1960, and almost three months later is where my somewhat tenuous connection with the S&C comes in. Most readers of this magazine will no doubt be aware that this same locomotive, No. 70052 *Firth of Tay* came to grief at Langcliffe just north of Settle after its right-hand slide bars became detached releasing the piston and the connecting rod with disastrous consequences! The train was the overnight 9.05 pm from Glasgow St. Enoch to St. Pancras and the incident occurred at 1.48 am. The coaches were struck by a north-bound freight resulting in five passengers being killed and another eight injured. The MOT report on the accident states that 70052 had been reported on nine previous occasions with loose slide bar bolts and I still wonder if they were loose when I had my footplate ride over the border!

I have managed to obtain copies of photographs depicting the accident at Langcliffe, including one of 42881 and the coaches it struck, but no photographs of 70052 at this location. The MOT accident report, however, does have a picture of the damaged connecting rod. If any member reading this article is aware of any photographs of 70052 at Langcliffe or Settle following this accident, I would be delighted to hear from them.

As an amateur photographer and lifelong railway enthusiast, my interest in the S&C blossomed in the 1980s with many a 500-mile round trip being made to see and photograph the steam specials, followed by regular visits to the line in recent years.

Terry Nicholls

(Email : nic.gwr6025@gmail.com)

Hellifield Station Cafe

Hellifield Station Cafe, now known as SHED24H, has re-opened with a family running it who live nearby. The opening times are: Tuesdays 10.00-14.00 Wednesdays-Sundays 09.00-16.00. email Shed24h@yahoo.com

Telephone 07854 457063. Drinks, snacks and an all day breakfast is available. Reservations are being taken for the Exhibition Room for meetings etc. **Ruth Evans**

The Perils of Bus Substitution? And many thanks to an unknown FOSCL member!

By Philip Johnston

Rail replacement/bus-substitution are always words which cause me to blench, and to remind me of the undesirability of travelling by train on Sundays; nay, even today's *Craven Herald* & *Pioneer* reminds its readers to avoid it this weekend; 'tis the schools' half-term', it sternly warns its readers.....

It must be two or three TOCs ago that I foolishly accepted an invitation to a colleague's son's wedding in far off Plymouth on an Easter Bank holiday Monday, so I took the precaution of booking accommodation, my estimated arrival time on the Sunday being 20.00 hours. Not to be forgotten was the delay at Shipley, where my train started.

The double deck bus could not get under the bridge there, and the first couple of hours were immediately lost! The

East Coast route was undergoing "works" and Network Rail kept announcing its

regret to our journey with myself wondering which parts of rural Lincolnshire we were ambling through, as twilight fell. The Underground connexion from Kings Cross arrived on time to catch the next but two trains on which I had booked a seat, the train being so full that some woebegone travellers were destined to stand all the way, although even they were surprised when the train reversed and started running, at some pace, on the wrong track and in a reverse direction. I gave up trying to read my ever-ready train atlas, as a cold crisp night descended upon us when we drew into Plymouth at 03.00.

Only one incident slightly improved my temper, as there were still some taxis about, into which I hastily leapt, only to be told that my hotel was within 5 minutes walk; he clearly could see the haunted look in my eye! But my real problem was yet to be, for the hotel had been modernised, with several apparent entrances. Growing ever impatient, I tried three or four such, all to no avail. Walking around the hotel more than once, I then located what was clearly its original door with something to pull,

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heavily overpainted and thick with dust.

As it was now nearly dawn, I feverishly pulled the aforesaid knob, to be rewarded by a dismal clang in the far distance. Somewhat to my surprise, footsteps shuffled and opened the door, without a word; my amazement was matched by her Dickensian state of virtual undress....

Sad to say not much has improved a decade later; a chance telephone call caused a rush to my computer, only to find that the S&C was again closed, with unseasonal rain having caused a landslide of mud to slide into the shuttering, placed there against such an eventuality. Our guest had a return ticket from Long Preston to Stonehaven for £20 but this would not be honoured – apparently-on a diversion on the “Little Northwestern” which would mean change to the West Coast Main Line at Lancaster. Further information would be available at 22.30 for a journey on the morrow; it wasn’t.

Early perusal next morning revealed nothing except that the S&C would be out of action all day; a hasty and early breakfast saw my sister-in-law and I *en route* to Settle station! An elderly coach in a layby caused Shirley to hazard a guess that this was a rail replacement coach which I dismissed, commenting that that an Ingleton coach firm specialised in this type of work. As I was wearing an FOSCL Midland Anniversary red sweater the somewhat disgruntled gaggle of passengers from Leeds alighted from their train and headed in my direction; it was not accepted by them that I knew no more than they did!

By this time, I was standing by the aforesaid elderly coach, already glimpsed, and a concerned driver who knew not where he was headed? He muttered that his contract required him to drive to every station on the line, up to Kirby Stephen but he was a complete stranger to the area and-worst still- hadn’t a clue as to the whereabouts of Kirby Stephen station, where a train would be awaiting his hapless passengers. It was not entirely clear whether this was the 06.22 from Settle, due at KS at 07.06 or an early running 08.50, a confusion hardly solved when a second coach - not, I think, from

the same company- swept into Settle’s forecourt also in ignorance of where he was going, or what he was supposed to be doing. Fooled by my Midland red sweater, he was again disappointed by my ignorance of what was happening, and a restive group of passengers were as stupefied as I was, as an extremely smart and well-maintained third “executive club” coach drew up, this time from a company in what we used to call East Germany, very anxious to join the Carlisle train after their promised (and presumably paid for, tour of the signal box!) Their guide became extremely frustrated when I tried to explain - in non-German - what had happened.

At this stage I counselled my sister-in-law to join the first coach which she did, albeit with some difficulty and she disappeared glad to sit down somewhere warmer and more dry, despite having walking difficulties. It was here that an unknown Friend came to the front of the coach and volunteered to do the navigation to the four stations which lay between his passengers and their next train. Apparently the driver was good, the Friend’s navigation proving to be exemplary as this substitute “train” was patiently manoeuvred (in pouring rain) to little known destination. But worse was to come; arrival at Kirby Stephen station was a non-event, if ever there was one!! No train, no staff.

The helpful Friend now in command hastened up the signalbox steps, to hear that no connecting train was actually due for another 90/100 minutes.

The coach driver, hearing this, and audibly groaning, said that he would drive further to the M6 and take them all to Carlisle Citadel station, so enabling all his passengers to make their connexions in time. So thanks to both, whoever they are. And one other fact; all 20 of them had boarded that train to go to Carlisle, bemused by the morning’s events. But it will be some time before I sport my Midland red railway sweater again! At least near railway premises!

Philip Johnston



Above: 50049 and 50015 working from Appleby to Didcot Parkway with the Cotswold Line Promotion Group charter and seen here at Lazonby.

*Below: 70817 at Kirkby Stephen with the Carlisle Yard - Chirk logs. 26th August.
Photos: Colin Keay*



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.

Stopping Trains

Mr Paul Brown in his Chairman's Report in the S&C Journal No. 157 August issue states "my own aspiration is that all services North of Skipton and South of Carlisle should be "all stations stops". Such a policy would be entirely contrary to the overall marketing needs of those using the service and keeping operating costs to the minimum. Stops make journeys tedious, worsen the competitive edge over the car and bus and add to costs by increasing train crew and DMU time needed to complete a journey. They also take up line capacity. This is why many bus operators have introduced limited stop services.

To justify stopping a train I suggest requires an average minimum of 3 passengers alighting and 3 passengers joining per stop. On the S&C with a service of 16 trains per day for 315 days

per annum (i.e. excluding Sundays) this requires an annual total of entries and exits of over 30,000. The Disney report issued by FoSCL in February 2015 shows that only Settle, Kirkby Stephen and Appleby exceeded this datum and only Ribbleshead and Langwathby reached two thirds of this datum. Dent and Armathwaite achieved less than a third. Since the Disney report there is evidence passenger numbers have declined so on the most optimistic forecasts of growth the facts indicate the small intermediate stations justify a stop only every three hours if the service is hourly or every four hours if two hourly.

Unfortunately the Disney survey does not show the number of long distance passengers travelling beyond Carlisle and Leeds but there is evidence these numbers are significant. These passengers are very much better value to the railway than short distance local passengers and they

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would be disadvantaged by extra stops at local stations not only by extra journey time but also by increased risk of missed connections.

When it has been necessary to substitute buses for the trains the use at the intermediate stations has been negligible indicating the social need for extra stops does not exist with passengers having an alternative means of transport. Also there is no evidence any growth can be achieved at these stations because of their sparse catchment area. Elsewhere on trunk lines such small stations were closed years ago and have remained closed. On the S&C they were reopened at the request of the North Riding County Council in the early 1970s for use in daylight only for walkers using the DalesRail service. Since then use has been extended to the timetable service but there is no evidence of any other significant market using them. The social and marketing need for extra stops does not therefore exist.

The passenger use of the S&C train service has remained static or even declined over the last 25 years whereas elsewhere on the Network journey numbers have significantly increased to up to double. I suggest the FoSCL Committee should concentrate their energies on analysing the reason the S&C is so unsuccessful in this boom situation and put forward well thought out plans to lift the S&C plan out of the doldrums. They will not find the answer is in stopping more trains at stations with minimum footfall and a sparse potential market. Such an unprofessional lobby will lose them respect with the decision makers.

On Monday 9 September I travelled on the 13.40 Carlisle to Leeds limited stop service. It arrived in Leeds at 16.04 enabling passengers to connect with the 16.11 to Plymouth and 16.15 to Kings Cross. It could have arrived at 16.00 if it had not stopped at Hellifield and Gargrave. The fast journey time therefore saved



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London bound passengers 30 minutes and those going to Plymouth and intermediate stations an hour. Such a benefit to the high fare long distance passenger must be an advantage to the overall rail revenue compared with very minimal S&C short distance revenue.

David Ward - by email

FoSCL Vice President Richard Morris Responds:

One could take issue with this set of assertions at some length, but it will suffice to set the record straight at an overview level.

These assertions are almost entirely theoretical and show no knowledge of local needs. The railway is the only means of public transport along the Eden Valley, we have no bus services. There are a significant number of people who cannot drive and for whom the railway is a lifeline. The current situation condemning those who use the smaller stations to a four-hour gap between the 10.49 and 14.50 departures from Carlisle is unacceptable. We are told that from December the 1340 departure will stop at Ribbleshead with no time penalty, and we are proposing that from May 2020 it should depart at 13.34 in order to allow stops at the three northern stations. The connection at Leeds with the 16.15 to Kings Cross will be retained.

I should like to remind the writer that in the pre-May 2018 timetable, the fastest Glasgow-Leeds journey bar none was to get off the 11.47 Virgin arrival at Carlisle and catch the 11.55 along the S&C. This train stopped at every station. It's not the stopping pattern that matters, it's the connections at Carlisle!

Showing Disrespect?

Thank you for the August issue of the always excellent Journal, which I have subscribed to since the days of the campaign to keep the line open.

I agree with you in your Editorial about the remarkable ways that railways keep people connected, especially in remote rural areas. Many of us have also campaigned locally to keep railways open

and improve rail services in order to help the environment and reduce the damage caused by increasing road and air traffic.

These functions are all the more important in extreme weather conditions where railways may offer the only viable links between communities.

Since you acknowledge that "extreme weather events are becoming the norm, almost certainly due to global warming" I am surprised that you then go on to criticise celebrities and "precocious, earnest and well meaning youngsters" for "jumping on the bandwagon" to draw our attention to this crisis.

As I grow older, I am very pleased that many young people like Greta Thunberg and Extinction Rebellion care so much about this desperate situation we face, and I hope that keeping railways like ours open and well used can be part of the solution.

Ian McHugh – Bolton

Iwould like to take issue with the patronising reference made in the Editorial of the most recent newsletter to "precocious, earnest and well-meaning youngsters" being given too much air time. I assume that this is a reference to Greta Thunberg and to the young people initiating and taking part in Climate Strike action. Personally, I am full of admiration for members of their generation who are prepared to take action to put right the mess that our generation has made, and is still making of the planet. The debate about global warming is not becoming highly politicised. It has always been highly political as powerful people and corporations have made use of natural resources for their own ends (witness the appalling destruction of the rain forest).

If young people are now telling us how we should live, that is because they are fearful of their future. Getting them on our side, might also get them on the trains!

Ann Hindley – Crowle, Lincs

Class 170s

Whilst I agree with Robert Foster that there should be better carriages on the Settle-Carlisle

line, please not at the expense of the Leeds-Harrogate-York line. The 170 dmus which we finally and recently have most of the time on this line (I live in Knaresborough) are such a big improvement on the old bone-shakers and we waited a long time for them. I'm lucky and rarely have to travel in the rush hour but when I have in the past there were quite often only 2 coaches with the old stock and they were very uncomfortable even if you were lucky enough to get a seat. Let's keep on pushing for more frequent services and more and better carriages on the S-C as well as, not instead of, on the Harrogate line.

Kate Greig - by email

And Class 195s

I am pleased to see new rolling stock entering services and hope that some is available for the S&C line.

The Class 195s are fast, with improved space for wheelchairs rather than luggage. I used an early service using the Oxenhope-Windermere line where suitcases and rucksacks abound! How much influence do we have with Northern Rail in terms of interior design?

Class 68 locos used on Scarborough-York services sound noisy although they cope with the gradients on this line. Is someone ignoring crews' and passengers' needs?

I am in favour of running extended services beyond the Settle-Carlisle line. We need to extend to Glasgow using limited-stop services on the S&C. Short-formed HSTs would have served well, although the 'window' has now surely passed.

Alex Hynes has now moved to Scotrail and is quoted as favouring the long-defunct lines to Peterhead and Fraserburgh. Such ambition!

Graham Lund - Girvan

(Editor's Note: HSTs for S&C services are what many members see as the future. Sadly, this fine idea is a non-starter; they would need dispensation from disability regulations [Persons with Reduced Mobility - Technical Specifications for Interoperability - PRM-TSI] about to be introduced and, in short formation, the

braking system would have to be subject to considerable modification; these are just two of several obstacles that would require the spending of money that is just not in the system. And of course Northern do not have either the crews trained to operate them or the facilities to maintain them. An impossible pipe-dream I am afraid.)

Timetables and 158s

In the Lancaster & Skipton Rail User Group we warmly welcomed Robert Foster's comments in the August Journal on the current Leeds-Morecambe train service.

We are expecting that the December timetable will see an arrival in Lancaster at around 8-45 for people travelling to work, which Northern strongly supports. The Community Rail Partnership is working for better spacing of the services, along with a restoration of through running to and from Morecambe by most trains, especially on Sundays. The increased frequency has brought new passengers. As Robert points out there is now much potential for longer distance travel by changing at Lancaster, and also at Carnforth (for the Furness line) and Leeds. We too are pressing for more suitable rolling stock, and we are hopeful that Class 158s will be taking over more of our trains, as the Pacers finally bow out.

John Bearpark - LASRUG

Another crane on the move

The fascinating item in the August magazine recalled by Malcolm Peel brings to mind another recounted to me by the late George Horner junior.

George and his father also George Horner were both signalmen at Blea Moor though on different shifts. The strange thing was that father followed son into the box rather than the other way round.

I got to know George well at his last posting before retirement, Wennington on the Dales line to Lancaster and Morecambe. When he retired to his bungalow named 'Leander' at Horton in Ribblesdale I was invited to visit him there. It was on one such occasion that he told the following tale:

He was on duty in Blea Moor box before the end of steam and received a call from Ribbleshead to 'stop and examine' as a freight train was heading north in the midst of the which consist was a rail mounted crane. Now cranes should always travel with the jib in the trailing direction and secured to its match truck. It appears this was not the case, the jib facing forward had broken loose from its mooring point and was swinging in a wide arc.



'Young' George Horner
Photo: Bob Swallow

George had an up freight approaching from Garsdale and routed this into the up loop. The crew mounted the steps in quick time demanding to know the reason for being held as they were on mileage

work. George did his best to placate them though it was only when the offending crane appeared from the cutting that the southbound crew mouths dropping open realised the implications. 'Wow, that jib would have opened us up like a can of sardines had it made contact'. Having put the offending train into the down loop and advised control, George reminded the crew in his box that the signalman is there to protect them, not cause deliberate delay. Ever after, if they were held at Blea Moor they would pop in for a crack, or, more often rattling through, give a cheery wave and crow on the whistle.

While on the subject of George Horner, one invariably heard these tales while he endeavoured to light his pipe. On one occasion the late great Bill Mitchell and I had made a visit with an ulterior motive. We wanted to see how many matches he spent before it got lit whilst he told the tale. This time it was sixteen which accounted for the pock marked carpet where matches not quite spent left George's burnt fingers. An amazing man, remembered with great affection.

Bob Swallow

Rear Cover Images

DOUBLE DELIGHT: *Passengers on "The Waverley" on 8 September must have been doubly delighted when they found their train double-headed with train loco, rebuilt ex SR "Merchant Navy" Pacific 35018 "British India Line" piloted by rebuilt ex LMS "Royal Scot", 46115 "Scots Guardsman".*

Above: *The train is seen northbound from the footpath running alongside the line at Langcliffe.*

Below: *The shot of the returning train in glorious September evening sunshine is from the foot crossing, just north of Helwith Bridge. 46115 was probably on the train to have an extra running in turn before it goes solo. The combination may have been unique as it may not have happened in BR days...or did it?*

Photos: David Mathias

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