

SETTLE - CARLISLE RAILWAY  
JOURNAL

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The Staycation Express

The Friends of the Settle - Carlisle Line



## FRIENDS OF THE SETTLE – CARLISLE LINE

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

**President:** The Right Hon. Michael Portillo.

**Vice Presidents:** Lord Inglewood DL; The Bishop of Carlisle; Edward Album; Olive Clarke, OBE, JP, DL; Ann Cryer; David Curry; Douglas Hodgins; Philip Johnston; Eric Martlew; Richard Morris; Mark Rand; Pete Shaw; Ken Shingleton; Brian Sutcliffe MBE; David Ward.

**Chairman:** Paul Brown - chairman@settle-carlisle.com

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\* Indicates member co-opted after the 2019 AGM in accordance with the FoSCL constitution.

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

Enquiries about the FoSCL **Appleby Shop:** Kath Smith, 2 Betsy Lane, Temple Sowerby, Penrith, Cumbria CA10 1SF.

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**Northern Rail:** enquiries@northernrailway.co.uk or telephone: 0800 200 6060

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

**NEXT MAGAZINE:** Copy date for the November 2020 magazine will be Saturday 31st October.

**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.

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**Cover Picture:** Rail Charter Services operated a shuttle service - 'The Staycation Express' between Skipton and Appleby. Here the first working arrives at Appleby on Monday 20th July. Photo: Mike Summers

# Chairman's General and Annual Report 2020

FoSCL Chairman **Paul Brown** writes:

**W**ell, what a strange year this has been up to press! Hopefully we are seeing a form of normality slowly evolving again. I'm just hoping we don't see a second wave. The lockdown, whilst obviously there for safeguarding reasons, has tested people both mentally and financially. It's pleasing to have the freedom of travel back to 'general use' from the previous 'Key and Essential' workers. Remember, facemasks are now compulsory when travelling on public transport.

Timetable-wise the S&C route is now served Monday - Saturday from Leeds: -

05.17 (to Ribbleshead) then 07.48, 10.49, 13.18 & 16.48 to Carlisle.

From Carlisle: -

07.13 (from Ribbleshead) then 08.24, 10.49, 14.50 & 16.18 to Leeds.

On Sundays from Leeds: -

08.59, 12.28, 16.23 & 18.52

From Carlisle on Sunday: -

09.25, 12.25, 16.07 & 19.11

In addition, the Friends and the Development Company have jointly put a case forward to Northern for resumption of a morning commuter service for the North end of the line in to Carlisle. The best Northern could provide at this time is a rail replacement bus service starting from Kirkby Stephen at 07.06 calling at Appleby 07.26, Langwathby 07.51, Lazonby and Kirkoswald 08.01, Armathwaite 08.16 and arriving at Carlisle 08.41. The return journey is from at Carlisle 17.45, Armathwaite 18.10, Lazonby and Kirkoswald 18.25, Langwathby 18.35, Appleby 19.00, terminating at Kirkby Stephen at 19.20. This bus service operates Monday to Friday only. We don't envisage any changes to this current timetable until after the 14th September 2020.

There are still some tweaks to address which the Friends timetabling group and the Dev Co. need to follow up with Northern, in particular the current Sunday timetable. The 16.07 from Carlisle currently runs to the very outdated former ex Glasgow semi stopping pattern leaving just short of a seven-hour gap between services to some stations on a very limited timetabling schedule. The Friends are still actively seeking joint CRP 'community rail partnership' status with the Development Co so we can give a direct input to general timetable issues, timetabling, service quality and integrated transport with bus connecting services via rail to rural areas for economic sustainability. We are due a meeting jointly between ourselves, Northern and the Development Co. over the next month to move this initiative forward.

Operating the line in addition to our reduced Northern services is the "Staycation Express" through Rail Charter Services Ltd worked by Crewe Heritage Centre's Locomotive Services Ltd. This is a top and tailed diesel hauled special charter using class 37 and 47 locos operating 6 days a week, except Sundays, between Skipton and Appleby using four First Open MK3 coaches plus crew support coach, 3 round trips per day between 20th July to the 12th September. Bookings can be made through [www.railcharterservices.co.uk](http://www.railcharterservices.co.uk)

The Friends committee has had three big tasks to look at this time round, the first being the conversion of the shop at Settle Station to become a shop/café, the second big project being the possible acquisition of Appleby Heritage Centre. The Centre sadly fell into administration at the end of March. We looked at the possibility of acquiring the assets with a view to jointly engaging with the local community and town council in hosting local events, with café, museum and interpretation centre and places for meeting rooms etc.

This was a big task and something we couldn't undertake ourselves as we already have so many voluntary activities including shop outlets, guided walks, running signal box visitor's centres, on-train guiding, gardening and station adoption, Ribbleshead Visitor Centre, Ribbleshead shanty town and railway walks together with our Midland Railway workshop commitments. Sadly, we couldn't get the help we needed to complete our aspirations and so we could not conclude the proposal. However, there may be a slight glimmer of light because myself and committee member John Carey had a meeting with the new mayor of Appleby, Gareth Hayes, who was very keen to place this on his next town council agenda to see what can be done. So, if we manage to raise something phoenix-like from the fire I'll have an update for the next Journal.

The third big project is the purchase of England's highest main line station, at 1150 feet altitude, Dent. The Friends are left legacies from time to time and a unique opportunity presented itself during the month of June when the station was placed back on the market. Dent Station is currently a readymade self-catering holiday let which houses up to six people. Our intention is to continue this as a self-catering holiday let, which will be professionally run on our behalf, to generate an income stream for the Friends. We should have completed the purchase by the time you are reading this. This holiday let has been successfully run for over 14 years by current owner Robin Hughes and we're very grateful to Robin for all the good cooperation, guidance and experience which he has contributed for the Friends to acquire this unique building. Many thanks too to the Friends committee member and legal advisor Edward Album and committee member John Carey and Roger Hardingham who have all contributed the most comprehensive and meticulous attention to detail which formulated the information for the Friends committee to debate all these big projects.

Of the volunteer activities we've managed to start up again these include the reopening of the station shops at Settle and Appleby and on-line shops, the Midland railway workshop at Settle and some on-train guiding on the 'Staycation Express', station adopting and gardening duties. Also, as I write this report we're on with resuming duties at the Ribbleshead Visitors centre. Normally, committee member Ruth Evans would be looking after the organisation of our Ribbleshead volunteers but for the past two months she has been very ill; however she's still battling on with best determined spirit and making the most under the circumstances. The Committee and all the volunteers pass on their best well-wishes and very much look forward to her return to active duty as soon as she feels fit. In the meantime, I'll be attempting to coordinate the volunteer operations at Ribbleshead.

If any member wishes to have a go at undertaking some volunteer duties at Settle or Appleby shops or the visitor's centre at Ribbleshead then please drop me an e-mail at [chairman@settle-carlisle.com](mailto:chairman@settle-carlisle.com). We are particularly short staffed at the Appleby end. Our current stalwarts at Appleby shop in some instances are putting in double time to keep the Friends' flag flying and so a big thank you to Pam Taylor, Marsden Cross and our very own 'Little' John Wilson. We're also looking forward to the return of Appleby shop manager Kath Smith who at present is being sensibly cautious and staying at home, Pam is currently holding Fort Appleby in Kath's absence and doing a fine job.

It's unlikely that we'll be able to do anything with the walks program for this season until we have a better idea of travel restrictions and more trains than our current provision of four per day. The Development Co. have now started some coach party bookings again on a small scale, generally with no more than 18 travelling in a party. The signal box visitor centres at Settle and Armthwaite currently remain closed but I'm hoping we may see them back open again around mid-August or the beginning of September.

One of the outstanding projects which I'm keen to restart is 'The Nature Line' project, working closely with Settle Station adopter Marion Armstrong and former long-standing committee member Pete Shaw. The intention is to work with all our station adopters and

gardeners on identifying all lineside plants and wildlife, encouraging nature walks and providing some horticultural interest, encouraging the growth of pollinating plants and general information about the wildlife that has evolved and seasonally rotates through our 72-mile corridor.

The Midland Railway Company workshop has been busy and volunteer Ged Pinder is currently on with making four new door frames and eight new exterior doors for Appleby station plus three new exterior doors for Garsdale station. Volunteers, Matt Field, Cliff Johnston and Martin Haywood are tackling the painting of the doors, door frames as well as the repainting of seventeen lamp posts at Settle station.

It's not taken too long for all the station adopters to get back to grips with outstanding jobs that lockdown has created. The repainting of platform benches and wall edges as well as weeding, strimming back embankments and planting up the tubs, troughs and platform barrows. There's some exciting bloom and colour from the plants at Settle and Appleby stations and as the shops have now reopened you can actually sit out on a platform bench, purchase a tea or coffee or even devour an ice-cream whilst sitting back and enjoying the horticultural surroundings that our volunteers take a pride in providing for Northern and for the benefit of visitors and passengers.

Thank you all for your continued support and patience throughout these unusual times and please remain safe.

**Paul Brown - Chairman**



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National Railway Heritage Award  RICS Tourism & Leisure Award 2008  As featured in a BBC2 documentary on England's great railway journeys.







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## S&C Daily Train Services - August 2020

At the start of Lockdown, due to staff being off sick and self-isolating, Northern Trains reduced the service on the Settle-Carlisle Line from the normal eight through trains per weekday to just four. This emergency service made no provision for key workers to commute into Carlisle or Leeds. FoSCL, and Appleby and Settle ticket offices, were made aware of inconvenience and in some cases real hardship caused by this.



**Rail replacement bus at Carlisle.**  
*Photo: Richard Morris*

FoSCL took issue with the lack of provision for key workers and, after an emergency video conference with Northern Trains Regional Director and others, an early morning service from Ribbleshead to Leeds and a bus service into Carlisle were introduced from 22nd June. An early evening bus returning from Carlisle was also added.

The next upgrade to services will take place on 14th September. This will increase the number of weekday services from four to six in each direction. No firm details are yet available but we are told that the early morning through trains will resume.

FoSCL will continue to work with Northern Trains to achieve a return to the full normal service as soon as possible.

**Richard Morris**



## Engineering Works

The S&C will close for five days in October for engineering works. The closure relates to the replacement of two underbridges - SAC 21 and SAC 25. They are long timber cattle creeps that are life expired and are to be reconstructed with billet decks.

Closure is needed to lift out the old decks and install the new decks onto the existing abutments. A significant track lift is required so NWR need five days total to install the two new bridges.

## Bob Swallow/Settle Signalbox

Bob has advised us that he is relinquishing the responsibility of Team Leader for the preserved signalbox at Settle. The committee would like to thank Bob for his many years of volunteering in this role. His successor is David Hill who lives in Giggleswick. His Email address is: [dh.yorkshire@yahoo.co.uk](mailto:dh.yorkshire@yahoo.co.uk) Please contact him in future with any queries over the signal box.

At the time of going to press the box remains closed to visitors. The team will keep on monitoring the situation and will re-open as soon as they think that it is advisable.



## FoSCL AGM 2020

It has been decided by the FoSCL Committee that we shall hold an online AGM on Saturday 3<sup>rd</sup> October at 2.00 pm (waiting room open at 1.30 pm) using Zoom. If you would like to take part please register by emailing [secretary@settle-carlisle.com](mailto:secretary@settle-carlisle.com) or if you don't have an email address, phone Paul Kampen on 01274 581051.

We shall need to know your name and postcode so that we can check your membership details, also your membership number if you have it. It would be helpful if you can provide your phone number in case of difficulties on the day. And of course your email address in order for us to provide joining instructions nearer to the meeting date. Please let us have your details by September 18<sup>th</sup>.

We will email you joining instructions around 48 hours before the meeting. This will include a link which you click on to join the meeting. Those who already use Zoom will be familiar with the procedure, otherwise you will automatically receive instructions on downloading the required software which is very straightforward and quick. If you wish to take part by phone audio only, please advise us as you will need to be sent dial-in instructions.

You will have received an agenda with this mailing. If you wish to vote on the resolutions, you can do so in advance by returning the voting slip in the post as instructed on it. If you have any questions for the officers, please submit them in advance of the meeting to the Secretary. As it is not a 'contested' election you may vote for all candidates if you so wish.

## Editorial

**W**elcome to what is, in some ways, a rather unusual issue of the *Settle-Carlisle Journal*.

The committee considered very carefully what were seen as three options for an AGM in the current circumstances. With information changing every day, or so it seems, the threat of a 'second spike' - or as some scientists say, the first spike never going away - and of course the restrictions caused by the limited, emergency timetable on the S&C, these options were: Wait and see if an AGM could be held in the usual manner at the end of the year, or hold a 'virtual' AGM with a postal ballot, or do nothing. With the third option quickly discarded it became apparent that the first one could possibly result in the 2021 AGM being called before we had held that for 2020. Hardly sensible!

So Paul Brown's Report becomes the Annual Report for 2019 - 2020 and John Ingham's Financial Report follows. These you would normally receive at the AGM; we also include a revised AGM document and a ballot slip. Please note that this is not a 'contested' election - you may vote for all candidates if you so wish.

Finally, please see page 5 to see how you can participate in the 'Virtual' AGM - do not be afraid of something new!

**Paul A. Kampen - [secretary@settle-carlisle.com](mailto:secretary@settle-carlisle.com)**

## Friends of the Settle Carlisle Line AGM Treasurer's Report 2020

**Dear Member**

**P**lease find appended copies of the Balance Sheet (Page 3) as at 28th February 2020 and the Trading and Profit & Loss Account (Page 2) for the year ended 28th February 2020 (both are extracts from our audited accounts). On the final sheet is a more detailed Profit & Loss Account which shows the various income streams, direct costs, overhead costs and how money was spent on grants, donations etc. There are minor differences between the two caused by having to report statutory accounts in a particular way.

During the year two legacy payments were received – £10,000 from the late Richard Pearce and £136,627 from the late John Disney – this being such a large bequest that it is shown separately on the Balance Sheet. This is not the final payment – there is, we believe, a further £40,000 dependent upon the sale of two houses. Excluding the legacies and the grants and contributions made, we recorded a profit on day to day activities of £1,398 – that represents a decrease of around £3,600 on the previous year.

Sales and contribution are similar to last year. Membership income is down because of the decision to standardise the membership year. It is just a blip as membership currently stands at 3020 – it was 3045 at the same date last year. Donations are down by 26%.

Grants and Contributions are self-explanatory but I should explain that the £9,000 charged as Midland Railway Co Ltd running costs pays for the leases and running costs for the workshop at Unit 8a and for the FoSCL Office at the Folly in Settle. Since the year end the decision has been made to acquire the station building at Dent at a total cost in the region of £380,000.

**John Ingham - Treasurer - FoSCL**

**FRIENDS OF THE SETTLE-CARLISLE LINE****Trading and profit and loss account  
for the year ended 28 February 2020**

	2020		2019	
	£	£	£	£
Sales		35,685		35,323
<b>Cost of sales</b>				
Opening Stock	8,457		9,612	
Purchases	20,843		21,445	
	<u>29,300</u>		<u>31,057</u>	
Closing Stock	(5,880)		(8,457)	
		<u>23,420</u>		<u>22,600</u>
<b>Gross Profit</b>		<u>12,265</u>		<u>12,723</u>
Membership		22,233		30,342
Donations		42,920		30,597
Interest Received		1,542		1,407
		<u>78,960</u>		<u>75,069</u>
<b>Expenses</b>				
Membership Costs	5,767		7,840	
Newsletters Costs	15,040		18,302	
Publicity Costs	12,640		21,290	
Office and Committee Costs	2,041		8,456	
Insurance	3,839		3,400	
Grants to S & C Railway Trust	3,750		-	
Line Development Costs	63,276		47,179	
Corporation Tax	293		-	
Miscellaneous	4,152		5,216	
Depreciation - Plant & Equipment	2,280		2,785	
Depreciation on FF & Equipment	1,029		1,258	
Profits/losses on disp of intangibles	-		(133)	
		<u>(114,107)</u>		<u>(115,593)</u>
<b>Net loss</b>		<u>(35,147)</u>		<u>(40,524)</u>

FRIENDS OF THE SETTLE-CARLISLE LINEBalance sheet  
as at 28 February 2020

	2020		2019	
	£	£	£	£
<b>Fixed assets</b>				
Tangible assets		9,930		12,131
<b>Current assets</b>				
Stock	5,880		8,457	
VAT repayable	1,086		2,316	
Sundry Debtors and Prepayments	7,381		2,618	
Investments	1,000		1,000	
Development Capital Account	450,501		332,450	
Cash at Bank	2,013		11,101	
	<u>467,861</u>		<u>357,942</u>	
<b>Current liabilities</b>				
Accruals	<u>17,686</u>		<u>11,448</u>	
<b>Net current assets</b>		<u>450,175</u>		<u>346,494</u>
<b>Total assets less current liabilities</b>		<u>460,105</u>		<u>358,625</u>
Long-term liabilities		(136,627)		-
<b>Net assets</b>		<u><u>323,478</u></u>		<u><u>358,625</u></u>
<b>Capital account</b>				
Opening Capital		358,625		399,149
Loss for the year		(35,147)		(40,524)
		<u><u>323,478</u></u>		<u><u>358,625</u></u>



## Membership and FoSCL Dales Railcard

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

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

You can pay for your membership online at:

[www.foscl.org.uk](http://www.foscl.org.uk) and click on Shop

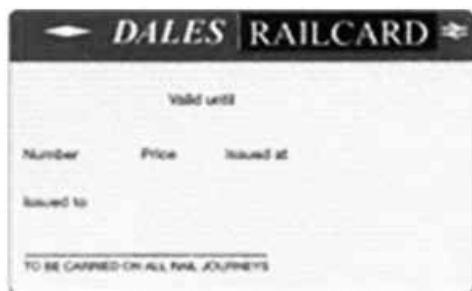
by cheque to the above address or by standing order. Standing order forms are available on request or they can be downloaded from the above web page.



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.***

FoSCL Dales Railcards should be purchased online at: [www.foscl.org.uk](http://www.foscl.org.uk) and click on shop



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

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

The current cost is £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](http://www.settle-carlisle.co.uk)

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

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

FoSCL has accordingly reflected these changes in its Privacy Policy.

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

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

## Deceased Members

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

Mrs Eileen Christmas  
Mr Kenneth Barnes  
Mr Christopher Loy  
Mr Henry McPherson  
Mrs Jenny Morgan  
Mr David Stuttard - Ex FoSCL Editor  
Mr Frank Walmsley  
Mr Derek Woolley  
Mr John Wright - FoSCL Settle Shop Volunteer

## Christmas Lunch 2020

At the time of going to press it was not at all clear whether it would be possible to hold a Christmas lunch this year. The committee will monitor the situation very carefully; if current restrictions are relaxed further, and if the threatened 'second spike' of Covid-19 fails to materialise, we will try and organise a social event for members in the Christmas period - details in the November issue of this journal.

**Paul A. Kampen - FoSCL Secretary**

## Shops Now Open

We are pleased to announce that the Friends' shops at both Settle and Appleby are open again on

most days. Our usual ranges of books, DVDs, bespoke gifts and much more is on sale. We would ask you to pay by card if at all possible and of course wear face protection in line with government advice. Our volunteers are all equipped with the necessary protection and hand sanitiser is available too. We welcome you back to the shops which have been closed for over three months.

You will find enclosed with this magazine our summer Gift Guide which includes new books, DVDs and a specially appointed facemask which depicts Ribbleshead viaduct along the front. These retail at £5.99 plus £1 postage and are exclusive to FoSCL so don't delay in keeping yourself safe and promoting the line at the same time!



Our new web shop is under 'construction' but should be up and running by the time you read this. Please do visit it and see our full ranges on offer. [www.foscl.org.uk/shop](http://www.foscl.org.uk/shop)

**Roger Hardingham -  
Trading Manager**



*Pam Taylor, suitably visored, prepares to open the FoSCL Appleby shop for the first time in nearly four months.*

*Photo:  
Mike Summers*

## Possible Purchase of Dent Station by FoSCL

**A**n opportunity has arisen for FoSCL to purchase Dent Station, the highest station in England and which has been fully restored. It has been put up for sale by its owner, Robin Hughes, who has dealt with the restoration very professionally and won one of the Railway Heritage Awards for it.

The Station has been advertised for sale by local agents. There has been considerable interest but the owner has agreed in principle to sell to FoSCL on terms to be agreed.

The S&C family is interested in adding this station to those already owned to include possibly the snow huts which may later become available.

The Station is currently used for holiday lets and these would continue. Currently there is strong demand for these lettings.

More news will be given when final

details are known. If the transaction proceeds, the Committee intends to make an appeal to replace the whole or part of the funds needed.

**Edward Album - Hon. Legal Officer**



*Above: 46229 'Duchess of Hamilton', departs Dent with 'The Cumbrian Mountain Express' of 29 October 1983.*

*Despite hauling 14 coaches, a stop at the short station platform, was permitted during the 1980s, giving travellers time to take in the*

*superb view down Dentdale.*

*A fine selection of largely British cars from the era, can also be seen in the car park.*

*Note that this was before the FoSCL-sponsored Heritage Lighting scheme and Northbound waiting shelter.*

*Left: 45699 with the Dalesman at Dent on 27/08/2015.*

*Photos: Peter Ainsworth*



## Obituaries

### David Stutterd

**D**avid passed away on 27th May aged 70 following a long illness. Our thoughts at this time are with his son Richard and family.

David was one of the early committee members and was joint newsletter editor with the late Colin Pepper when I joined in the early 80's. He then became Newsletter editor in 1985 when Colin took on the role of Secretary. David retired from the Committee by April 1989 having seen the newsletter evolve from a few duplicated A4 sheets of paper to an A5 format, but still a far cry from the glossy magazine of today.

He remained a keen supporter of the Friends for the rest of his life, going on guided walks, attending the Christmas open days at Settle station and helping with Pete Shaw's quarterly newsletter packing sessions.

David spent all his life around the Keighley area; however, his working life was spent in the clerical departments of various local authorities, some in neighbouring Lancashire, however, his working days were completed at Bradford Metro.

Away from work he had many interests, walking was at or near the top of the list. He used to go on annual trips with a group to the Scottish Monroes until the years took their toll on some of the older members. One wish he had was to be able to take his two grandchildren, when they were older, up one of Yorkshire's Three Peaks; sadly this was a wish that would not be realised.

He enjoyed travelling the length and breadth of the country by rail, I have been with him on day trips to the Bluebell railway, the Bo'ness and Kinneil railway and in 2015 to the newly re-opened Borders railway, the late Colin Pepper also went on this trip. These just a few of the many places visited over the years. Trams, trolleybuses and canals also featured in his interests. He had a good knowledge of birds of the feathered variety and could recognise many by their songs.

Finally to mark his 70th birthday Richard took him on a steam charter last

September from Keighley to Carlisle and back, it was double headed from Hellifield to Carlisle and back to Hellifield. This was to be a lasting memory for him and a truly great one to take with him to another world.

RIP David.

### Brian Sutcliffe M.B.E.

### John L. Wright (1952 - 2020)

**I**t is with regret that we tell you of the death of John Wright, a Settle shop volunteer for some years.

John was Bradford born and bred became a working member of the Keighley & Worth Valley Railway when he was 17, his first introduction to the railway world. John had his first "proper job" on the railways in 1972 as a Parcels Porter at Bradford Forster Square. Following this, John was Passenger Guard at Huddersfield for many years, particularly enjoying the run on the Penistone Line and to Clayton West, the latter closing in 1983, when John took part in the final train service.

At the Worth Valley Railway he resisted other operating positions and chose to remain at Keighley. He became Station Master there in 1972 and was in position for the next forty years - some achievement. Countless individuals have benefitted from his total professionalism as he took the time and had the patience to share these qualities with others.

Always interested in buses, about ten years ago John had the means to purchase an ex Pennine Motors Denis Dart bus which he treasured and attended various rallies as well as operating the Christmas Day free bus service around Keighley.

Later he became Station supervisor at Huddersfield and finally worked in the ticket office in Barnsley until he became ill earlier in 2020.

John was a reliable, popular and friendly shop volunteer and he will be greatly missed.

### Pat Rand

## New daily luxury tourist trains to run this summer on England's most scenic railway line

A brand new company: 'Rail Charter Services Ltd' has just been set up to run dedicated timetabled tourist services on the famous Settle to Carlisle line this summer.

The route will play host to dedicated high quality 2 metre compliant 'socially distanced' all first class trains aimed at days out for long suffering families after months of COVID-19 lockdown.

The classic 'Inter City' coaches feature well-padded reclining seats around a private table with large windows through which guests can view the stunning Yorkshire dales and upper Eden Valley in Cumbria. An on-board guide will provide a limited commentary as the train passes historic points of interest such as 'the three peaks', Ribbleshead viaduct, Dent and Ais Gill summit.

The service is being backed by city fund manager Jeremy Hosking who owns a number of preserved locomotives. The trains will be operated by his company Locomotive Services (TOC) Ltd and promoted through a new company 'Rail Charter Services Ltd' working in close co-operation with the Settle Carlisle Railway Development Co. Ltd.

The new timetabled charter trains will run three return trips a day between Skipton & Settle in Yorkshire non-stop to Appleby in Cumbria. The trains will run the 112 mile round trip from Monday to Saturday between 20th July and 12th September. First class day return fares are £29 per person or £99 for a family of 4.

This is the first time that a dedicated charter train operator has run a bespoke regular timetabled tourist service alongside the incumbent rail franchised operator in England.

- The train is made up of all first class carriages offering spacious comfortable well-padded seats and large windows from which to view the stunning scenery
- The train will run 3 return trips per day
- Tickets will be sold on a 'day return' basis offering passengers the option to book a short or long day out
- Because of social distancing tickets will initially be sold in pairs to people from the same household or social bubble
- Settle Carlisle Railway Development Co Ltd will provide a mixture of on train and on station catering services providing locally sourced food and drinks
- These trains will have some of the most stringent Covid-19 measures in the country with pre booked seats in individual bays divided by Perspex screens. A socially divided one-way boarding and alighting system will be in place and all tickets will be card payment in advance only. Passengers will be sent an email confirmation with QR code containing their relevant information
- Ample car parking at Skipton station (limited at Settle and Appleby stations but parking available in the towns)
- One special 1st class compartment in a special coach will be kept aside for any guests that develop symptoms in which to self-isolate

Passengers can book one of the following three colour coded train combinations giving the opportunity for a short or long day out in Cumbria from the south (yellow or green) or an afternoon at Settle or Skipton from the north (blue).

Train times:

Depart Skipton/Settle:	<b>0835/0903</b>	<b>1218/1244</b>	Depart Appleby:	<b>1035</b>
Arrive Appleby:	<b>1003</b>	<b>1335</b>	Arrive Settle/Skipton:	<b>1129/1203</b>
Depart Appleby:	<b>1758</b>	<b>1438</b>	Depart Skipton/Settle:	<b>1612/1631</b>
Arrive Settle/Skipton:	<b>1848/1911</b>	<b>1528/1549</b>	Arrive Appleby:	<b>1732</b>

How to book: Tickets can be booked through Rail Charter Services website - [settle-carlisle.co.uk/summer-rail-charter-service](http://settle-carlisle.co.uk/summer-rail-charter-service)

**David Stopher**

## 'Blea Moor', an original oil painting by Malcolm Root



Due to the generosity of Malcolm Root, the well-known transport artist, the Settle and Carlisle Railway Trust has obtained an original oil painting entitled "Blea Moor". The Trust has commissioned a limited edition print, signed by the artist in order to raise funds. These will be available for £50 (plus postage). The image is 20ins x 16ins and will have a white border. If you would like to reserve a print please email: [archives@settlecarlisletrust.org.uk](mailto:archives@settlecarlisletrust.org.uk).

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

## Garsdale to Hawes: An Update

Upper Wensleydale Railway (UWR) is delighted to announce that its

application to the second round of the "Ideas Fund" for railway re-openings has been received for consideration by the Department for Transport.

Eagle-eyed FoSCL members will have noticed a flurry of reports on the matter in both the national and regional press. In particular, on July 1st, both The Times and The Yorkshire Post reported an announcement by the Rail Minister, Chris Heaton-Harris, that UWR's was amongst fifty bids for consideration of an award from the second round of the Restoring Your Railway Ideas Fund. The Yorkshire Post said that "The Hawes branch of the

Upper Wensleydale Railway was a perhaps surprising inclusion ... ". Or perhaps not!

UWR is proposing through services between Manchester, Blackburn, Clitheroe and Hawes so it may be helpful that a proposal to reintroduce regular services between Clitheroe and Hellifield is one of the 10 preferred bids in the first round of applicants to the Ideas Fund, as reported in the last edition of this magazine.

The list of successful applicants to the second round is expected to be announced in late summer.

**Andrew Longworth**

**[www.upperwensleydalerrailway.org.uk](http://www.upperwensleydalerrailway.org.uk)**

■ ■ A warm welcome to FOSCL members:  
As you are already a member of the Friends of the Settle-Carlisle Line, Railfuture would like to welcome you as a Railfuture member.

■ ■ Railfuture members receive the magazine **Railwatch** free four times a year and the chance to join local branches and take part in local and national events.

■ ■ Railfuture campaigns for a good, modern rail network, cheap enough for everyone to use, without overcrowding.

■ ■ We want reopened lines and stations, electrification and Access improvements.

**railfuture**



Join online at [www.railfuture.org.uk/join](http://www.railfuture.org.uk/join)  
Railfuture membership costs £20.

Or you can subscribe to **Railwatch** magazine (without membership) and pay £12 online:  
[www.railfuture.org.uk/shop/subscription.php](http://www.railfuture.org.uk/shop/subscription.php)

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The Settle and Carlisle Railway Trust is a Registered Charity, no 702724.

## Special Traffic Report

All trains on the network have been reduced during the pandemic, and the regular S&C services for passengers, special charters, and freight have all been affected.

At the end of May there were four ballasts from Carlisle to Armley for track renewals, with Colas and Freightliner haulage, in the form of 56, 70 and 66s.

On 29 May 66723 *Chinook* arrived in the Ribbleshead Quarry Sidings with ten Castle Cement tanks. Over the weekend they received brake attention, and were taken away on 1 June.

On 6 June the occasional empty spoil wagons from Chaddesden/Boston to Carlisle ran for the first time after a long break. Traction was DCR (Devon & Cornwall Railways) 60055 *Thomas Barnado* on new blue long wheel base wagons. This has been a more regular runner since then, latterly with DCR 60046 *William Wilberforce*.

On 21 June 66782 ran north with coal empties from Doncaster to Killoch, for loading with coal to run via Shap to the steel works at Port Talbot.

On 24 June a complicated set of moves involved 66740 failing on northbound

China clay near Selside, had 66715 come from Arcow to push the train to Blea Moor, the rescue loco then went back, whilst 66752 came from the Tilcon to bring the failed train south to Hellifield to run round, before 66752 + 66740 finally went north to Carlisle. One passenger train had to be cancelled during this hiatus.

By July our usual freight trains had begun to reappear and were more regular. The Network Rail track-assessing 'New Measurement Train' IC 125 has carried out its monthly runs normally.

On July 19th 37521 + 47593 brought the empty stock from Crewe to Appleby ready for the 'Staycation Express' trains to start on the 20th.

### Pete Shaw

*On Thursday 18th June the very first 'Chiltern Rail' liveried class 68 ran over the S&C accompanied by Transpennine Express liveried 68029. There are only six class 68s in Chiltern Livery and they normally spend their time operating from Marylebone to Birmingham Snow Hill and Marylebone to Oxford. The photographer says: "I have never seen in any publication a Transpennine and Chiltern class 68 paired together, I believe that two 'firsts' were achieved that day, certainly on the S&C."*

**Photo: Mike Summers**





*Winter Sundays in March 1979 were very busy on the Settle - Carlisle line. There were the usual WCML diversions for annual engineering work and additional ECML diversions due to the collapse of the Penmanshiel tunnel. There was also single line working in operation over Ribbleshead viaduct which became a bottleneck.*

*Above: An unidentified Class 40 is ready to pick up a pilotman at Blea Moor loops as there was single line working over Ribbleshead. Semaphore signals, both water towers and both railway cottages are still standing. Ingleborough and Simon Fell are both lost above the cloud base. The natural scene persists but the man made scene has changed considerably during the intervening years.*





**Above:** Split box 40 125 at Ais Gill summit with a southbound freight on a hazy day in June 1979. The platelayer's hut, signalbox, signals, crossover, down loop and telegraph poles are still there but the box is locked out of use with the pegs in the off position. A gunpowder van is in the consist. The loco is working very hard and boiling its coolant with steam issuing from the header tank overflow just beneath the radiator grille.

**Below:** 40 009 heads a northbound mixed freight at Staingills between Culgaith and Langwathby in June 1979. China Clay wagons are at the front.

**Below Left:** 40 073 or 079 (the last digit is indistinct) is on the Up Main, a Class 47 is in the up loop with a rake of 16t mineral wagons. There are some ballast wagons and another Class 47 on the down side and three demic wagons in the down siding. The tall semaphores are still there and the top of a water column can be seen above the roof of the 47.

**All Photos:** Stephen Willetts





*Above: D6817 (37 521) heads 1243 12.18 Skipton - Appleby approaching Selside at milepost 244 with Pen-Y-Ghent (the Hill o' the Winds) in the background.*

*Below: 47 593 "Galloway Princess" at Settle Junction with the 1246 17:58 Appleby - Skipton. Pen-Y-Ghent is in the background and there is plenty of evidence of haymaking in progress.*

*Photos: Stephen Willetts*



## The 'Staycation Express' - Week 1 by Mark Rand

20th July 2020 saw the inauguration and first run of the Staycation Express (SEx), shuttling to a regular timetable all day Monday to Saturday until 12th September between Skipton and Appleby, stopping only at Settle. In a way this was 30+ years overdue. The S&C since its reprieve from closure in 1989 has simply cried out for tourist-friendly trains that befit the magnificence of the line and its scenery. FoSCL President Michael Portillo has over the years lost no opportunity to press that case. Any observer of the line's passenger traffic knows that the day-to-day offering by a succession of franchise holders has been tawdry diesel multiple units often near empty yet sometimes grossly overcrowded, more suited to short journey commuter use. Such lacklustre trains are punctuated by often very grand locomotive-hauled special trains mostly full of people paying far higher prices for a more memorable experience. The demand is clearly there.

Then COVID and nationwide lockdown decimated passenger rail travel as trains became for 'essential workers' only. In the case of the S&C that translated as 'almost nobody'. Only now are things easing up a little and people feel safe enough to return to the S&C for its own sake. Hardly therefore the ideal time to launch a brand new company, Rail Charter Services Ltd (RCS) to run the Staycation Express - of which details are elsewhere in the Journal. S&C Trustee and Dev Co board member Adrian Quine had been collaborating with Jeremy Hosking - owner of the UK's newest Train Operating Company Locomotive Services Ltd (LSL). LSL, set up only in 2018, had the locomotives, staff and rolling stock to set up the operation in very quick time amid a fast changing COVID situation. Staycation Express was the astonishing and hugely welcome outcome.

At the time of writing the SEx has done its first week, returned to its base at Crewe and embarked on week two. Week 1 Monday and Tuesday everybody was feeling their way with an unknown situation amid COVID restrictions and with

minimal pre-advertising. Skipton station was buzzing for the first departure but inevitably few paying passengers. Railway guru Pete Waterman and the High Sheriff of North Yorkshire did the honours and the train ran up and down, down and up, up and down, down and up all day, attracting great interest and some media coverage. FoSCL On-Train-Guides did their thing and the Dev Co trolley people did theirs. Rotary Club members at Settle and Appleby acted as 'meeters and greeters / crowd controllers' as necessary. The whole ambiance was most pleasant and the sun mainly shone.

BBC TV's Breakfast time filmed on the train throughout Monday in preparation for live input from Skipton Station on Tuesday Morning. Their intrepid reporter and cameraperson were dismayed to find just TWO passengers on the platform who on live TV very gamely pretended to be a crowd, along with trolley supervisor Susie and train driver Phil. The nation witnessed what could be a commercial catastrophe with its own eyes. At least anybody who had been reluctant to book seats for fear of overcrowding will have taken heart. The two very eloquent local people had the benefit of their very own On-Train-Guided commentary. Things picked up encouragingly during the day and on all subsequent days.

The SEx train ran perfectly to time through the week with just two hiccups. The northbound service train from Skipton, stopping at all stations, occasionally held up the early SEx train. On Wednesday however the timetable evaporated when the northbound DB gypsum train failed in the Garsdale area, bringing the whole of the S&C to a halt for well over an hour. Rescue came with a passing southbound COLAS locomotive which was diverted to travel wrong-line to the stranded gypsum, towing it to its destination Kirkby Thore. Some very smart signalling and on-the-spot decision making meant that all of that day's SEx trains were able to run, resuming schedule by mid afternoon. Northern and RCS tickets became interchangeable by mutual agreement and some very lucky would-be Northern passengers got First Class rides, to their great surprise and



no doubt, delight. There was free tea or coffee too. Altogether a fine example of cooperation.

So, week 1 ended with encouragingly high and rising ridership sufficient to bode well for next season and for Michael Portillo's dream to come true. In style.

**Mark Rand**

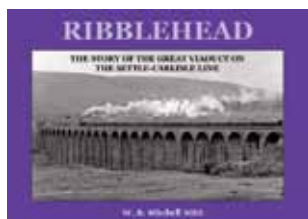
*The images show 47593 'Galloway Princess' near to Dent with the 'Staycation Express'. Note the famous snow fences - never very effective in this exposed location and gradually decaying.*

*Photos: Pat Arrowsmith*



# Celebrating Our Wonderful Settle-Carlisle Railway

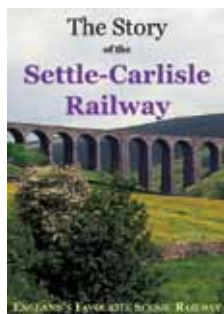
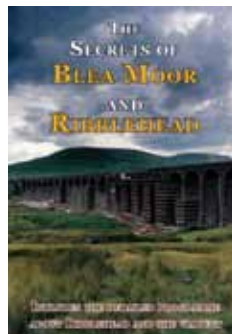
Just recently we have been unable to enjoy the Settle-Carlisle as much as we would have liked. With books and DVDs you can relive the railway in all its splendour. These titles are designed to recount history and in some cases, the current railway.



Two books and DVDs devoted to the fascinating area of Ribbleshead. 'Ribblehead' by the late W. R. Mitchell MBE is a full account of the viaduct at Batty Moss full of photographs and plans from its construction through to its detailed restoration 30 years ago which saved the line from closure.

**Hardback 80 pages, £18**

'The Secrets of Blea Moor and Ribbleshead' is a DVD documentary focussed on the station, viaduct and tunnel. Through historians and ex-railway employees we hear about the history of the area. **DVD 90 minutes, £14.95**



'The Story of the Settle-Carlisle' An indepth view along the whole route describing in detail the stations and structures with video footage and archive film.

**DVD 90 minutes, £13.95**

'Pictorial Guide to the Settle-Carlisle' Best-selling guide book to the line now in its fourth reprint. Colour pictures and guiding text. **24 pages £2.50**

**'The Long Drag'**

A superb archive film made by a film club in the early 1960s. Through colour film, the film-makers visited the line at a particularly poignant period catching steam operations and early diesel services. Highly recommended.

**DVD 50 minutes £14.95**

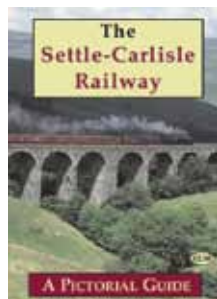
'Settle-Carlisle Revival' A film produced to celebrate the re-opening of the full line following the severe landslip in 2016. **DVD 50 minutes £12.95**

All items available from shops and mail order provided via the Friends of the Settle-Carlisle Line at Settle.

Alternatively, if unavailable, from

**Kingfisher Productions**

**Tel: 0333 121 0707 [www.railwayvideo.com](http://www.railwayvideo.com)**





**15 July saw the welcome return of steam traction to the S&C when Saphos Trains, the touring arm of Train Operating Company Locomotive Services, operated 'The Fellsman'.**

**Above: With Standard Pacific 4-6-2 70000 "Britannia" providing the motive power, the train was running to time as it passed Helwith Bridge with the Crewe-Carlisle leg of the well supported train. "Britannia" was the very first engine of a number of Standard Class locos introduced by the newly nationalised British Railways and entered service in 1951. Today it is based at Crewe, over six decades since it first emerged from Crewe works.**





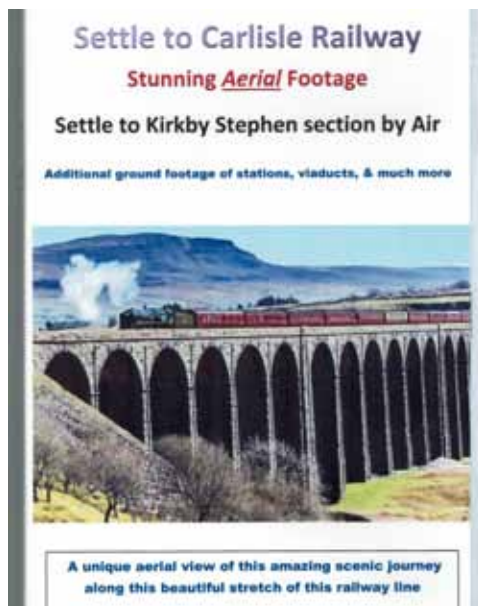
**Above:** The train is seen here passing the site of Salt Lake Quarry, which incidentally is reputed to have provided the stone for Ribbleshead Viaduct. The train was powered by Standard Class Pacific 70000 "Britannia."

**Below Left:** The rear of the train was brought up by Class 47 in its original livery with original BR number D1935. A Class 47/8 it finally ran as 47 805. Since restoration it has also been named, "Roger Hoskins M.A. 1925-2013". Text and Photos: David Mathias

**Below:** Signs of the times! Britannia taking water at Appleby. Photo: Mike Summers



## Review Settle to Kirkby Stephen – along the line by air



This is a new film which gives a totally different perspective of a journey along the Settle to Carlisle railway line between Settle to Kirby Stephen stations. Filmed by a Drone, the film sets out to capture this stunning landscape of the Yorkshire Dales and Northern Pennines by air. It gives a bird's eye view of every mile between Settle and Kirkby Stephen stations.

Starting at Settle station, the drone travels 29 miles north to Kirkby Stephen. There are pauses at Horton-in-Ribblesdale, Ribbleshead, Dent, Garsdale and Kirkby Stephen.

Each station is explored. A short dialogue, giving a brief description of each station, and short captions add to the interest.

Of course, there are already very good DVDs of the S&C from the air; but what immediately struck me when viewing this one is the clarity of the images. The camera work is superb and the colours of all the images are totally natural. I was really taken by the aerial views of cuttings - for example that at Stainforth -

you really get a good impression of their depth. And I have known the S&C for years viewing it countless times from trains, and from the ground where accessible either by foot or from the road. But there are countless features of the surrounding area, very close to the line, which I was totally unaware of previously.

One thing though, in between the dialogue there is some particularly unpleasant, electronically generated music (for want of a better word!) This will not bother everybody but I actually put my device on to mute to avoid it. I am afraid this is something which is a fact of modern life. It would be wonderful if that great lover of the Dales Sir Edward Elgar was still around - how he would have loved to provide real music played by real instruments for this film!!

Skyview films have produced the film in partnership with Lakeland films Cumbria.

The one caveat aside I can heartily recommend this film as a very welcome addition to the visual record of the S&C.

**Paul A. Kampen**

*The film is available to order from our pull-out Gift Guide in the centre of this magazine @ £15.95 inc post and packing; or from our webshop and shops at Settle and Appleby stations.*

## Model Trains - by Train!

DDC Concepts are perhaps the World's leading manufacturer and supplier of top-end railway modelling products - the clever modern electronics especially. Recently relocated from Australia their magnificent showroom and head offices are now right behind Settle station. Never ones to miss a trick, their delivery options now include the following:

"Collect on Train" is now available. If you type "Collect on Train" into the order notes, we can deliver your order to you on your Northern or Rail Charter Services train. We will contact you to confirm the service on which you are travelling. Please note that this can only be offered on services which stop at Settle - we haven't yet perfected the swing-arm collection facility...



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The Settle and Carlisle Railway Trust is a Registered Charity, no 702724.

## From the Archive

*FoSCL Secretary/Editor Paul Kampen writes: Earlier this year I was spending some happy 'down time' in the S&C archive and was leafing through the Norman Greenhow papers (which have been lodged there due to the good offices of Mr Greenhow's daughter plus FoSCL member David Stephens) when I came across a memo, dated December 1961, to the Dent Stationmaster, Mr Pugh. This is reproduced below.*

*It struck me that FoSCL member Rodney Hampson, Stationmaster at Dent in the early 1950s, could tell us more and, indeed he could! Here is what he tells us.*

## Willie Bannister 1897-1970

First a caveat – I am writing this from old memories and beg your forgiveness now if I am not always accurate. I think Bill was christened Willie, but for railway purposes he was always Bill.

Bill Bannister was the doyen of Dent signalmen for many years. Paul Kampen asked me to write about Bill, and I feel honoured to do so. Strictly, I only knew Bill for three and a half years, when he was the senior signalman at Dent Station Box, and I was the 23-year-old tyro station-master there, from March 1952 to September 1955.

Copy to Inspector Marshall,  
Appleby (for information.) ✓

S. 3590  
28.12.61.

LD/AT.

Mr. Pugh,  
Station Master,  
Dent.

44.

Willie BANNISTER, Signalman, Class 4, Dent Station.  
IDB. 24.1.97. DES. 27.1.22. - Retirement.

Will you please note the above named will attain the age of 65 years on the 24th January 1962 and in accordance with the Commission's usual policy, he will fall to be retired from the Service on the 23rd January, 1962.

I shall be glad, therefore, if you will arrange to see him in an informal way at your Office, when such matters as leave entitlement, travelling facilities in retirement and Pension arrangements can be discussed.

At the same time, the enclosed Hospital Fund and Wages Pension Scheme forms should be handed to him for completion and the latter form returned to me.

The question as to whether or not he desires Press Publicity should be raised and should this be so, please let me have particulars of his home address.

It should be made quite clear to him that it is my intention to thank him personally for his services and in this connection, I will advise you later of the date of his attendance at my Office.

Bannister is entitled to eight days' Annual Leave and I shall be glad if you will arrange with Inspector Marshall for this leave to be granted, prior to his retirement.

There was no such grade as senior signalman - certainly not in the lowly ranks of Settle-Carlisle men – but Bill was senior technically by length of service but also by his strength of personality. He took his turn round the clock with two colleagues, but it was Bill's slippers which rested nearest to the stove-pipe, and it was Bill who set the standard of cleanliness within the box.

How did he do it? By my brief time, Bill had been in Dent Station Box for some thirty years, and a sniff from Bill was enough to compel compliance with his high standards. Sniffs can be very expressive: another version accompanied Bill's invariable response to Leeds Control's inquiries about the weather around Dent: '(sniff) blowing and drifting, blowing and drifting (sniff again)' – and it was, if Bill said so!

For most of his forty years at Dent Station Box, Bill lived at Stonehouse, below Artengill Viaduct. He walked to work, hail, rain or snow, up by Jacob's cabin, north of Artengill, then along the line-side. When Bill was on afternoons, and you looked south from Dent Box at 1.50 p.m. Bill's stocky figure would be approaching.

I did have a little more in common with Bill. Born in 1897, he may have caught the tail-end of the Great War, 1914-18, but he certainly served in the army of occupation in Germany until about 1923. A generation later, I served in BAFO – the British Air Force of Occupation – in Germany in 1947 and 1948, and Bill and I could share dialect German on occasion. I think Bill was a native of Leeds, and, after leaving the army in 1923, Bill may have worked as a 'badge porter' at Leeds station – not the swagger Art Deco creation of the 1930s, but its humbler predecessors. I certainly remember him telling me about the badge porters, who paid for a badge to ply with hand-truck to deliver luggage, in the same way that a taxi driver pays for a station stand today - or have I dreamt it?

Bill got a real railway job, as a station porter, not at Leeds but sixty miles away at Dent! 'Take it or leave it – there's a job if you want it' was the Midland-LMS attitude, and if you were satisfactory after a year you had permanent employment with exemption from unemployment

contributions. Bill obviously took the job offered at Dent, learnt the block and signalling rules, and became a signalman at Dent Station Box – for almost forty years, 1920s to 1960s.

He also became a married man and a father. Bill married Ellen (Nellie) Bayne, daughter of Bill Bayne, farmer at Cowgill, and they had a son, Brian and a daughter, Eileen. You might say Brian followed in his father's footsteps, not by becoming a signalman but by becoming a Trinity House lighthouse keeper. I remember Brian being a keeper at Hartland Point in North Devon, a post which must bear some resemblance to that of a railway signalman. When lighthouse keepers were abolished, Brian worked on Royal Navy helicopters at Culrose in Cornwall, and in his retirement, back at Dent, carved ornamental-walking-sticks. His sister, Eileen, was youth hostel warden at Hawes and at Cowgill.

I visited Bill once in his retirement, on August 31, 1969, having lunch with him and his family at East Cowgill, the family farm near Cowgill Church. Learning that our schoolboy son (a native of Dent), was interested in radio, Bill gave him a tin box of radio parts, plugs, switches, terminals etc., which Bill had kept since he first came to Cowgill in the 1920s, and introduced the locals to radio.

Bill saw through the bad winters of the 1930s, 1940, 1941 and 1947 to age retirement in 1962. I think Bill worked all his signalling life on 'Midland rotary block', standard signalling equipment for the Settle-Carlisle line. I haven't the breadth of knowledge to judge if he was a 'top-rank' signalman, but he was certainly a 'good-un'.

Like many another signalman – nay, railwayman – he did his job conscientiously, with a smile - and a sniff! With men like Bill in post, senior managers had no worries about sending rookie station-masters to learn on the job. Bill and his colleagues, I salute you all!

## Rodney Hampson

*In normal circumstances, the Archive is open to visitors on the first Saturday of each month. This is currently affected by Covid-19 restrictions so please check the website.*

## A Tale of Two Bridges by Mark Rand

The impression of a proposed new footbridge for Horton in Ribblesdale in the last Journal and online prompted a good deal of reaction - little of it favourable because of the towering modern lifts on both platforms. A bridge, or underpass would be necessary if nearby Horton quarry was to be rail re-connected. Regardless of the rights or wrongs of that, the controversy coincided with another S&C footbridge question. - "Where did the Settle footbridge come from?"

I and many others have believed it to have come from Drem, Scotland. That information is repeated in numerous printed sources. Doubt was raised however by Scottish Railway Heritage committee member John Yellowlees who, when e-mailing me with kind comments about the Settle water tower's recent TV appearance said this:

A week ago I had a look round the open-air parts of the Prestongrange Museum, In the long grass I found the remains of a footbridge. I circulated these to fellow members of the Heritage Railway Association Scottish committee, and received this response from Jim Watson :

"The bridge at Prestongrange is 56b from Drem, it was taken there direct on the back of Alex Anderson's lorry on the installation weekend. While your photos do not show the bridge number they show two other "unique" facets of Drem; the white painted decorative column caps (Prestonpans were painted green) and the "danger electric cable" plate (not present at Prestonpans). The decorative "balls" on the half landing at Drem also differ in detail. Settle may well have either Prestonpans (FB36a) or Spittal (FB50?) which were recovered around the same time. The Spital bridge was reputed to have been previously located at Melrose and at the time there was talk of it going back there."

It is always troubling when long held understandings are challenged so robustly so I asked Geoff Bounds, the BR man charged with getting the newly reprieved S&C properly back in business. Geoff was able to provide some corroboration in that

they had a choice of two at the time, one less bad than the other lying alongside one another in a yard at Millerhill. One was from Drem, the other from Prestonpans, both removed for ECML electrification. Geoff explains:

"Having made the selection we then arranged for it to be transferred to the engineer's yard at Lancaster but, as the level of work required was beyond the capability of the team at Lancaster, it was moved to Newton Heath.. Largely the refurbished bridge is unchanged in appearance from the condition it came down from Scotland save for the HMRI's insistence that it was fitted with polycarbonate inner panels behind the lattice parapets as the gap between the struts exceeded 100mm. Also we inserted a timber rail to make the parapet height compliant. HMRI accepted the use of a non standard footbridge on the basis that in overall we were increasing safety at Settle\*. Lighting was added later.

The bridge was installed in early 1993 in conjunction with platform raising works. Tony Freschini was instrumental in getting the DLO organisation at Manchester to do the works which was their last project before being disbanded. They did an excellent job. The bridge and platform raising works were commissioned towards the end of March 1993."

So there we have it. Prestonpans it seems to have been - not Drem. Moreover, here is a picture of 'our' Settle footbridge - at Prestonpans.



***\*Footnote - back in 1993 lifts were being insisted upon for Settle too. It was successfully argued that a footbridge, as opposed to a foot crossing, would add greatly to Settle station's overall safety and lifts would be inappropriate. A message somewhere there for the horribly dangerous Horton dilemma?***



**Now you don't see it - now you do!**

***Above: During the lockdown all volunteer activities were suspended and grass & weeds all but covered the 'Appleby' stones at the eponymous station; the last time that they were covered was during World War 2 as they were considered a navigational aid to enemy bombers.***

***Below: To give a good impression for the 'Staycation' trains, volunteers - suitably socially distanced and obeying all relevant regulations - used the easing of restrictions to make the stones visible again. Thank you to them and to all volunteers who help to make the S&C so special.***

**Photos: Mike Summers**



# Letters to the Editor

*As with all material in this magazine, views expressed are those of the contributors and not necessarily those of the FoSCL committee. We reserve the right to edit letters.*

## David Stuttard

Just a line to send my condolences to former Committee member David Stuttard's family.

David was a very close friend of Colin Pepper, who died recently too; how sad that we should lose both of them so nearly at the same time.

David was a member of my Magazine Packing Team for many years. As well as sharing our railway interests, he was also quite keen on wild flowers, and we would often talk about what we had seen on botanical trips.

## Pete Shaw - FoSCL Vice President

### Proposed Footbridge and Lifts at Horton-in-Ribblesdale

Many thanks for the e-mail edition of the latest S&C "Journal".

It was heartening to read at least one item of good news within its pages - namely the Horton Quarry proposals! Whilst there have been rumours flying around about re-instatement of a rail connection into the quarry for a number of years, details regarding progress have been sparse. "It will never happen - too difficult" has often been the response from certain quarters!

The benefits of such a scheme are enormous. First and foremost, it will allow the removal of dozens of lorries from the surrounding roads with consequent environmental benefits that will be felt not only in Horton but as far afield as Settle and beyond.

Achieving modal shift from road to rail should be at the top of any government's agenda in its fight against global warming. The fact that that 93% of transport greenhouse gas emissions come from road transport,\* whilst total from rail is only 1.6%, I think illustrates why transferring more freight onto rail is so important. The re-connection of Horton Quarry into the national rail system would certainly be a step in the right direction.

It is already obvious that the provision of any footbridge at the station is going to cause controversy, particularly in view of the fact that it will have to incorporate lifts. Obviously a badly conceived footbridge at this location could end up looking rather hideous so total scheme aesthetics must be a prime consideration.

What I would hate to see is any further delay arising from years of haggling over what type, and sort, of bridge should be provided so I have an idea!

Rather than simply going to their current "call-off" Contractor (who then appoints a design Consultant) I would like to suggest that NwR be persuaded to hold a competition where the participants are given a completely free hand to consider all the possible alternatives of footbridge/underpass etc. In accordance, of course, with an NwR "Particular Specification" for the works. A judging panel, consisting of all the interested parties, could then appoint the winner.

Here in York we recently had a very successful competition for the new NRM development. It is doubtful if such an impressive end result would have been obtained without the competition.

Once a new footbridge is in place it will be possible to remove the present foot crossing. This in turn will lead to further environmental benefits resulting from the fact that the 20mph PSR will no longer be required. (Journey time reduction of non-stop trains, energy and brake wear savings etc.)

I'd be very interested to hear your views on my suggestion.

**Roger Bastin. C.Eng. MICE  
- by email**

\* "Transport Statistics, Great Britain" DfT. 2017.

I share your grave concerns about the dominating look of the proposed structure. It is worth pointing out that Horton is in the Yorkshire Dales National Park and on that basis alone, be a

permanent eyesore like this will be and as you say will not suit the appearance of the restored station. It will be out of keeping, it will not blend in and will be forever lamented and criticised.

I also agree that failure of the lifts is a legitimate concern. It is worth pointing out that lifts on the "Millennium Bridge" in Carlisle (an eyesore footbridge over the dual-carriageway next to the Castle) has been beset with problems throughout its 20 year history, presumably because it is exposed to the elements and this causes continual breakdowns. At Horton, this is certainly going to be an issue given that the station is high up in the Yorkshire Dales and will be battered by the extreme weather that the area is renowned for and is becoming increasingly damaging as the world warms up.

Mark Rand on page 12 reveals that there are alternative solutions, either the existing underpass or construct a new underpass. My view is that you should push for this alternative. It will obviously be unseen at station level and therefore will not be a permanent eyesore. The underpass presumably has / could have ramps instead of lifts so will not be affected by the weather.

If the underpass solution is more expensive then FoSCL must offer to contribute towards the cost, as a price worth paying to preserve the heritage and beauty of the station. Unfortunately I fear the footbridge will be railroaded through, simply because the team responsible for delivering it will want a visible structure as a monument to their skills and creativity; an underpass won't be as glamorous in their eyes. Sadly, pride and ego dominates. Hence we are stuck with an eyesore bridge in Carlisle, despite the fact that years later the same road now has a much more convenient, less intrusive and more reliable crossing on the level which should have been built in the first place.

I hope these comments are helpful.

**Toby Harling – by email**

**W**ith regard to your request for comments on the proposed bridge and lifts at Horton: yes, I agree,

the present foot crossing is hazardous. But to put in a footbridge with lifts, like the one illustrated in the June issue of the journal, is appalling and out of keeping with our historic railway and the Yorkshire Dales National park. I can accept the footbridge, like the ones at Settle, Kirkby Stephen and Appleby, but not the lifts. I remember that at my local station (Shipley) it took months, if not over a year, to install the lifts. The lift towers look awful even in an urban setting and the lifts are used for anti-social behaviour and not a good advert for the railway.

I know that a safe crossing of the railway is required for disabled and older people, pram pushers etc., to use. And I know that Network Rail do not like foot crossings; so my idea would be to move the present foot crossing to the north of the station and then use a light/phone/CCTV operated system like Grisedale crossing and one or two other locations on the line. A subway would be expensive and any use of underbridges would need a path for a considerable distance.

My idea would be the least expensive and, for the few people using it, cost-effective and safe.

As for getting your northbound train, it will not arrive until well after the quarry train arrives/departs and you should have plenty of time after alighting from a northbound train to use the new crossing safely.

Good signage and period lighting, along with a heritage footbridge, would keep a good conservation feel to the area.

**Alan Prosser – Baildon**

**A**re there wrong priorities by Network Rail? I was incensed to see, in the last magazine, the artist's impression of the proposed footbridge and lifts at Horton – what an eyesore they would be!

Whenever we go on holiday to Bournemouth by rail we alight at Pokesdown – a busy station which also serves Boscombe and Southbourne – very popular holiday destinations. Here the lifts have not worked since the mid-1960s and we have to carry luggage, prams etc. I was told that it was a question of finance – we

still await the lift!

A few years ago I protested via a local radio station about the fact that, at Smethwick (Galton Bridge) – another very busy station of four platforms, the lifts were locked up during unmanning periods entailing the use of three separate sets of stairs – (about 90 steps).

I would not have thought that too many disabled people would use Horton station which is in an area of outstanding walking country.

Best wishes for Horton-in-Ribblesdale station.

**Roger Langford - Stourbridge**

### Further Thoughts

**A**ny new infrastructure must conform to the current requirements of the Office of Rail and Road (ORR). You have to have a degree of sympathy with NwR for whenever anyone is killed or injured crossing the railway it always turns out to be NwR's fault! The ORR have become paranoid regarding crossing safety - and therefore, so have NwR. Flexibility in the interpretation of the rules simply is not allowed any more.

Requirements for the disabled have now to be incorporated into everything new on the railway today, be it on trains or at stations. If it isn't the very powerful disabled lobby will soon be "up in arms". It's a fact of modern life I'm afraid.

It is not that long ago (<10 years) since the Barrow Crossing at Alnmouth, the alternative to the footbridge, was controlled by red/green lights. A 100mph stretch of the ECML with visibility to the south from the Down platform of about 40 - 50m! At Copmanthorpe we still have a Public Footpath over 4 tracks controlled by red / green lights. Visibility is, however, quite good in both directions - but the speed is 125mph!

By suggesting a competition, I was hoping that we might get some form of "innovation". Innovation is, of course, the buzz word of the DfT Railways Division so should go down well everywhere!

If it was left to me, I would go for a normal, preferably recovered Midland Railway, footbridge F/B at say 4640mm

clearance. (I did manage to save the one from Guiseley at the time of Leeds N-W electrification and this was eventually used at Kirkby Stephen West). I would then move the Barrow Crossing down to the north end of the platform and have it fenced off with locked gates.

Any person then wanting to use the crossing would then telephone the signalman and ask him to release the gates as and when it was safe to cross. Such a crossing system would also be monitored by CCTV.

All this sounds easy to me and would certainly cost a fraction of the cost and complexity of lifts - but then I am not the ORR!

Again, whatever happens we must not delay the installation of the quarry connection and the associated removal of the existing foot crossing.

**Roger Bastin – by email**

*(Editor's Note: There is an existing underpass – currently blocked – to the north of the station but it would be quite a long walk round. Information is that a new underpass at the station would be a problem due to the bedrock at this location being very close to the surface. Also, it is a bit difficult to envisage how it could be incorporated to the west of the station due to the embankment at this point.)*

### Class 158 Units and Cycles

**I**'m afraid that passengers on the Settle - Carlisle route are going to have to get used to travelling on the class 158 units - they are here for a long time to come. To put it bluntly, we've got to accept that Northern aren't going to waste newer, better quality, faster trains on the Settle - Carlisle services, when they've got affluent places like Harrogate and York to serve!

I was surprised when Northern received sixteen x 3 car class 170s; it would have made more sense to have sent them to Cross Country, who operate their fleet of 170s at near their maximum 100 m.p.h. speed, and are nearly always overcrowded.

I expect even more 158s will be coming to Northern within the next couple of

years, probably replacing the 150/1 units that are a similar age to the Pacers and have all run their last.

Leasing companies Porterbrook, who supply 25 x 2 car 158s to East Midlands Railway, and Angel trains who supply Transport for Wales with 24 x 2 car 158s, have recently announced that all 49 units will be overhauled at the Wabtec works at Doncaster. These will all be spare when EMR and TFW get their new fleets by 2022/23, I feel certain that Northern will get these 49 units.

Regarding more cycle spaces needed on S&C services: Scot Rail have acquired at least five of the redundant class 153 single car units, and are currently at Wabtec, Kilmarnock's workshops, they are being stripped out and re-configured.

They are being fitted out to carry bicycles and luggage, a few seats will also be retained. When completed each will become the centre coach of a 3 car Scot Rail 156, and will be used on services that are regularly carrying bicycles on the West Highland and Far North routes in Scotland, if they are a success, more will be obtained.

There will be plenty of 153s going spare, I suggest you try and persuade Northern to do the same with their 153s, rather than send them off lease. Or cyclists could buy fold-up bicycles!

**Peter Robinson – Low Bentham**

## The Magazine

I write to thank FoSCL for Issue No 160 of the quarterly magazine; quite an achievement in the current circumstances. I particularly like the picture of Ruswarp on Page 13 – his death was a PR first.

I live on the Heart of Wales line. They, too, are only accepting passengers taking essential journeys. I have told them that they are running a fleet of empty trains – they agree.

**Christopher Price - Bucknell, Shropshire**

## Trips on the S&C

I have been a member of FoSCL since the mid eighties, although I am somewhat remote living as I do on the outskirts of Nottingham. My first contact with the SCL came in 1958 when my father, who was employed by Rolls Royce, was offered a chance to work at the Blue Streak Rocket site at Spadeadam in Cumberland, and the family travelled up to Carlisle by train to enable my parents to have a look at the area.

The family had always lived in Derby and it was a big decision to uproot and move to Carlisle as in those days, with no motorways, the journey from Derby to Carlisle by road took up to 12 hours. However, the decision was made and we moved to Brampton shortly afterwards. Sadly the rocket project was shortlived being cancelled in 1960, and we moved back to the Midlands.

My next contact was in the mid eighties when on one of several trips to the Carlisle area with by now my own young family, we stopped at a motorway service area [possibly Tebay on the M6] and I picked up a FoSCL leaflet advocating becoming a member to help save the line from closure. So I did!

In the intervening years we have continued to visit the area, travelling via the SCL whenever possible - usually on Steam hauled excursions if available. The association with the area was further strengthened in 2005 when my youngest son moved to Carlisle to work for BBC Radio Cumbria. He and his young family now live in Dalston.

Our latest Steam train trip up the SCL should have been in April from Derby via Crewe, but unfortunately the Pandemic intervened. Although we do not live near to the SCL we are advocates of the line and promote it wherever possible. We are happy to see it prosper, and hope that in common with the UK as a whole it soon recovers from the restraints of the last few months.

Best wishes to all FoSCL members, and keep safe.

**Richard Phillips - by email**

## Magazine Cover and Recycling

The Journal is always to be looked forward to, with an interesting mix of news, views and articles. It always looks good too, with its smart glossy cover.

And that leads to my question. I've always been led to believe that if you can not easily tear paper it's not recyclable. And the smart, glossy Journal cover does not tear easily. So I always remove the cover and put that in my regular bin, and recycle all the rest.

Can I ask if the cover is capable of being recycled in normal paper recycling? If not, would you consider changing the cover finish at a suitable time to one that can be recycled?

### Dan Lucas – by email

*(Editor's Note: Mr Lucas raises a very interesting question. I am informed that the type of paper used for the cover is difficult to recycle as it requires extra processes. Perhaps other members could offer views as to whether a slight loss of photographic quality would be worthwhile in the interests of the environment. And*

*of course, the increasing number of members who receive their magazines in electronic format only is helpful in both environmental and financial terms.)*

### Rear Cover Images

#### *The first day of the Staycation Express*

**Above: 47593 'Galloway Princess' draws in to Appleby station to take the first southbound service.**

**Below: D6817 at the rear of the train as it leaves.**

**Photos: Mike Summers**

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