

SETTLE - CARLISLE RAILWAY
JOURNAL

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30 Years of Success for FoSCL -
Special Anniversary Magazine

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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Other FoSCL Contacts: FoSCL website: www.foscl.org.uk; **FoSCL webshop:** www.foscl.co.uk;

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Settle-Carlisle Partnership **Website:** www.settle-carlisle.co.uk

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

Group Bookings: grouptravel@settle-carlisle.co.uk

Steam Train Running: www.uksteam.info

NEXT MAGAZINE: Copy date for the November 2011 magazine will be Friday 14th October . Articles, news items, photographs and letters are always welcome. Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

ADVERTISEMENT RATES FOR THE MAGAZINE: Full Page = £75. Half page = £45. Quarter Page = £30. Four ads for the price of three if booked at the same time. Please supply on disk or by email; 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 Photo: The 14.04 Carlisle - Leeds at Horton-in-Ribblesdale station which is decorated with bunting to celebrate 25 years of restoration of local trains and the re-opening of eight stations. 14/7/11.

Photo: Pete Shaw

Chairman's Report

FoSCL Chairman **Richard Morris** writes:

I'm delighted to start by giving credit to the people who have worked so hard over the past few months on the re-design of the magazine. Paul Kampen has spent long hours in mastering the new software package that we now use, assisted by Rachel Griffiths. She and Pete Shaw have also given valuable advice on layout. The results speak for themselves!

Three months – the time between FoSCL magazines – is a long time in the life of an organisation. In May, we were congratulating ourselves on being well on the way to achieving all the targets we'd set ourselves in our Five-Year Vision in 2006. Since then, a number of things have happened.

We've had the 25th anniversary of the reopening of eight of the stations, well documented in the May magazine. FoSCL was 30 years old on 27th June, and on 1st May it was 135 years since the first passenger train ran along the S&C. Our heritage is what makes this line unique, and we must never forget those who toiled and died to build the line, and those who fought so hard a quarter-century ago to save it from closure. And we've now got to build on the foundations they laid down to ensure we get the service England's Most Scenic Railway deserves.

In May, the McNulty Report on Value for Money in the rail industry had just been published. Since then we've had a chance to read the summary (only 77 pages) and to try to digest how it might affect the S&C. At first sight, nothing to worry about: the whole cost-saving exercise is to take place in the context of an expanding railway and Sir Roy is confident that the 30% saving required can be made by 2018 from the efficiency measures that he proposes. However, a bit further down he states that if Plan A fails, there will have to be a smaller railway. This is not the place to examine McNulty in detail – I've started to do that elsewhere in this edition. But it does look as if at some point we might need to take some defensive action.

On 1st June the final version of the Northern RUS (Route Utilisation Strategy – only 156 pages), was published by Network Rail. Mark Rand and I had contributed at some length to the consultation on the Lancs and Cumbria RUS in 2008 and were broadly satisfied with the outcome, a proposal for a two-hourly service on the S&C with three additional services. This was carried forward unchanged to the draft of the Northern RUS in October 2010. Imagine our consternation, then, when we read in the final version "... the number of freight train paths means that capacity is currently not available for the extra trains." Having consulted our rail industry experts, I wrote a letter to the Editor of Rail magazine stating that we intended to challenge this, and the letter was given pride of place. Senior management in Network Rail have since told us that the problem lies in the Aire Valley: with the 333s, freight, and Carlisle and Morecambe services, there are just no spare paths during the day between Shipley and Skipton. At least we now know the starting point for planning our approach to re-franchising. Looks like we might have to have some services turning round at Skipton. Or how about coupling Carlisle and Morecambe services together from Leeds and separating them at Skipton? What do you think?

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

Immediately after the May magazine it transpired that we had an unusually high level of non-renewals of membership for the May quarter. Sadly we've been notified of a number of deaths among our members and in so far as we know the reasons otherwise, it sometimes comes down to increasing age and infirmity meaning people can no longer travel for a trip on the line. Times are hard for some people, too. But, I'm consistently amazed at members' generosity: membership income is greatly increased by donations that many people send with their membership. We're very grateful for this and the extra income is most welcome, as we have budgeted this year to spend some of FoSCL's cash reserves on some major projects: Appleby Station improvements and the exterior re-decoration and repair of the Ribbleshead Visitor Centre being the two largest.

Unfortunately we have to accept that we're all getting older. Let's be honest, we need some younger members. Two initiatives here: elsewhere in this magazine you'll see an advert for a volunteer Membership Development Coordinator, and we're looking to resurrect the schools' packs that we've used in the past. And then there's the sort of technology that appeals to younger people: we've just launched an S&C iPhone app and we've created a mobile phone front end to the S&C Partnership web site. Don't worry if this means nothing to you – there's no space to explain here, but we'll try to do so at some point. If in doubt, ask your children or grandchildren!

Three months is a long time. I've been enormously busy since being elected Chairman but, in the words of my wife, it's exciting. I should pay tribute to the rest of the FoSCL Committee, who have also been working long hours without recompense to ensure the success of the many and varied enterprises we're involved in along the line; and not forgetting all our committed volunteers who do so much, looking after our heritage. It's really heartening to see how much is going on and just how active all the organisations in the Partnership are.



And finally, we do want to hear from you, our members. We, the Committee, hope that we're doing the right things, but we don't get a lot of feedback on whether we've got our priorities right. Do get in touch, preferably via the email addresses or phone numbers on the inside front cover. I really want to get a dialogue going between Committee and membership. Only in this way can we be a truly democratic organisation that does its best to promote and develop the Settle-Carlisle line in the interests of its membership and the wider public.

Richard Morris fitting the 25th anniversary bunting at Armathwaite station.

Photo: Judy Morris

Editorial

Two momentous anniversaries have occurred in the last month: July 14th marked 25 years since local services were restored onto the S&C together with the re-opening of eight stations. And it is thirty years since FoSCL was founded on June 27th 1981.

In this issue, several people associated with FoSCL in its early days give us accounts of their experiences. For myself, I had an interest in the S&C which went back to my schooldays in the early '60s: the art room at the old 'split-site' Salts Grammar School gave good views of the Aire Valley line right opposite Saltaire signalbox (which, even then, was almost always 'switched out'). Whenever our timetable took us to this room we would look out for the 'Thames-Clyde Express' and the 'Waverley'. Would it be a 'Scot' a 'Jube' or a 'Pate' today? Our favourite was the 'Duke of Boots' – aka 46145 *Duke of Wellington's Regiment*. We had seen photos and read books by Hubert Foster and others on this dramatic line which took passengers to far-flung places. My own journeys on the S&C included a day during 1971 when I was returning from an audition with the BBC in Glasgow (I did not get the job!). The dingy Mark 1 coaches lurched from signal to signal, making frequent stops, and a rather self-important little lady in the same compartment (apparently the wife of a signalman) kept looking to see "who was in the box" in order to try and call across and find the cause of the delay. At this time the local stations had just closed, having been unstaffed halts for two years, and there was a definite air of neglect about everything.

This air of neglect had increased, giving the line an extra and very odd sort of appeal, during 1976-78 when I was employed as a regular extra player with Scottish Opera and the Scottish Chamber Orchestra. Occasionally, I used the train rather than my car if I was not staying overnight (although it always seemed that I had to use the car when it snowed but that is another story!). I would park in Skipton and ask for a Day Return to Glasgow; this was usually met by a puzzled look but there was such a tariff in the fare-book and a paper ticket was written out for me. I would take the early afternoon train to Glasgow, take part in the show, and then catch the overnight Glasgow – Nottingham/St Pancras (once running like mad down Hope Street and just making it when the show ran late) getting back to my car at around 3.00 am for the half-hour drive home. I was then ready to leave for wherever I was working the next day. With the overnight service having its passenger accommodation removed, and then being withdrawn altogether, these journeys became impossible but, by this time, I had moved to a new stage in my career. It was natural though that, when reading in the paper about the formation of FoSCLA, I joined the organisation and went to early AGMs. I well remember the founder-Chairman, David Burton, giving his report; I was impressed by the energy and determination which he displayed. If this was a sample of how the organisation was to operate, it was going to succeed: and the rest, as they say, is history.

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

Events

Trip to South Tyndale Railway, Alston: There are still a few places left due to a couple of cancellations for the volunteers' trip to Alston on Saturday 3rd September. Please let me know if you are interested. For those who have booked, I will be contacting you mid August with final arrangements.

FoSCL Christmas Lunch: Bookings are now being taken for the Christmas Lunch to be held at The Falcon Manor Hotel in Settle on Saturday 3rd December. Please either email me or phone (details on page 4).

25th Anniversary: Many people will have noticed the bunting up at many stations on the Settle-Carlisle Line. This was to celebrate on the 14th July 2011 the re-opening of 8 stations that took place on the 14th July 1986 - 25 years ago. A great achievement.

Ruth Evans

FoSCL Notes

FoSCL Christmas Lunch

The FoSCL Christmas Lunch will be held at the Falcon Manor, Settle on Saturday 3rd December 2011. The bar will be open from 11.00 and lunch will be at 12.30. This will be followed by a talk by Drew Haley from Northern Rail. Train times will fit in with the event, both from the north and the south.

A booking form will be on the FoSCL website www.foscl.org.uk to download. For those not on email please request one by post. Each booking form must be accompanied by a cheque for £15.95 made payable to 'The Falcon Manor Hotel' and SENT TO MY ADDRESS. No bookings can be made direct with the Falcon Manor. I will then acknowledge receipt either by email or post with details of train times and lunch time etc.

Ruth Evans

49 Kings Mill Lane, Settle BD24 9FD

email RuthEvansLtd@hotmail.com

Falcon Manor Hotel Festive Lunch Menu 2011

Choice of:

Winter vegetable soup sprinkled with chopped herbs

Smoked mackerel salad served on a potato salad with lemon

Chicken liver pâté served with Melba toast & redcurrants

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### Choice of:

**Traditional roast turkey** with sausage & bacon roll, farmhouse stuffing, pan gravy and cranberry sauce

**Slow cooked beef & ale casserole** with roasted roots & rich stock gravy

**Baked fillet of haddock** coated with a parsley and lemon crust sat on a white wine reduction

**Leek & Gruyere cheese tart** with fresh tomato & basil sauce

All served with a seasonal selection of Brussels sprouts, Swede & carrot mash,  
With roast potatoes

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Choice of:

Christmas pudding served with brandy cream sauce

Fruit & Sherry Trifle topped with sweet cream

Selection of ice cream

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**Coffee & Mince Pies**

**£15.95**

## Membership Matters

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

Mr. H. J. Allison, Stevenage, Hertfordshire.  
Mr P. Barlow, Eccles, Manchester.  
Dr. D. M. Beaumont  
Mr. Coope, Bishop Auckland.  
Mr. S. H. Drake, Walton-on-Thames, Surrey.  
Mr. and Mrs. G. Raine, Skipton.  
Mrs. E. Welch, Buxton, Derbyshire.

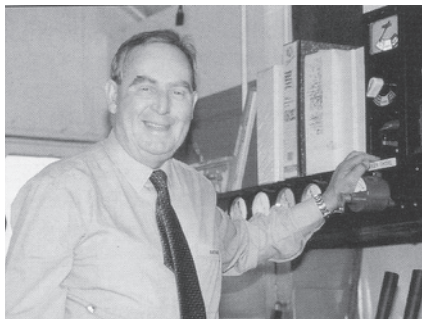
Long-standing members of our sales team will be saddened to hear of the death of Peter Barlow, who regularly worked in our Settle shop during the 1990s. Sadly, Peter had to give up this activity due to ill-health but he continued to visit the S&C until recently.

We also record with sadness the death of Mrs Judy Bird who was for some time Treasurer of the S&C Railway Trust. Mrs Bird's late husband, the Rev. Donald Bird, was for several years a member of the FoSCL committee and enlivened many a meeting with his impish humour.

Magazines sent to the following members have been returned undelivered. If anybody has the current addresses of these members could they please let us know.

Mr. J. Carley, Gravesend, Kent.  
Miss J. B. Farmer, Narborough, Leicestershire.  
Mr. P. Mapledoram, Hove, East Sussex.  
Mr. M. Newman, Witham, Essex.

## Peter G. Davies



## Obituary – Hughie Watson

Retired signalman Hugh(ie) Watson died suddenly in the Cumberland Infirmary, Carlisle on Sun. 26th. June 2011 after being admitted on the previous Wednesday. Hughie was born in 1936 and lived most of his life at the same house in James St. , Penrith. After school, in 1951, he started railway employment as a signal box lad in Penrith No.1 and his first box as a qualified signalman was Penrith No. 3. During this time he did his National Service in the Royal Engineers and became a driving instructor, but returned to life as a signalman at No. 3 then to Plumpton and Carlisle relief - covering Kingmoor Up and Down Towers and Wigton.

In 1973 Carlisle Power Signal Box opened with a lot of redundancies and upheaval, but Hughie retained his position and started covering the northern end of the S&C and WCML ground frames. Eventually, with privatisation, he was mainly employed on the S&C, covering all boxes from Howe & Co's Sidings to Garsdale, and his talents were used to mentor new signalmen. He was also Penrith First Aid Secretary for many years and a lot of S&C staff attended his classes with teams entered in the Divisional competitions. He retired 10 years ago after completing 50 years railway employment and spent his free time walking the Lakeland and Eden Valley fells, travelling the UK using his free passes, keeping up to date with railway matters (especially the S&C) and a fortnight every year in Switzerland with his friend Mary (he never married).

He is survived by his older brother Jim and sister Margaret, who lived very close to him, and was cremated at Carlisle on Fri. 1st. July - exactly 10 years from the date of his retirement party in the Agricultural Hotel, Penrith. Many retired colleagues attended and 6 current Network Rail Mobile Operations Managers with whom he worked as signalmen.

Hughie was a true character and friend of many, RIP.

## Ken Harper

*Hughie Watson on duty in Appleby signalbox just before his retirement.*

## Langwathby Christmas Lunch – 2011

Bookings are now being taken for this year's Christmas Lunch at the Brief Encounter, Langwathby station, on Saturday December 17th starting at 13.15. Just for a change there will be no quiz; instead we will have a speaker – Mr Mike Carrier – who will give a talk entitled 'A Lifetime of Railways'.

Please send your choice of menu and a cheque for £20 per person payable to 'Brief Encounter – Langwathby' to me, **John Johnson**, at:

14 Scotby Close

Carlisle

Cumbria CA1 2XG

Phone: 01228 593943 or 07759 593224.

And please book early – the last three lunches have been sold out.

### Langwathby FoSCL Lunch menu

**Oaty Carrot & Leek Soup with warm bread roll**

**Or**

**Duck & Port Pate, Cumberland Sauce, Melba Toast & mixed salad garnish**

**Or**

**Honeydew Melon with Parma ham**

.....

**Roast Turkey with Sage & Onion stuffing**

**Or**

**Roast Loin of Pork with caramelised apple**

**Or**

**Sea Bass served on a bed of noodles and pan-fried vegetables**

**Or**

**Carrot Marmalade & Goats cheese tart**

**Or**

**All served with market fresh vegetables**

.....

**Traditional Christmas Pudding & rum sauce**

**Or**

**Fresh cream-filled Profiteroles with Orange Chocolate sauce & cream**

**Or**

**Apple Strudel served with Taste of Eden Ice cream**

.....

**Glass of Gordon's mulled wine**

**Brief Encounter blend coffee and mince pie**

**Price £20 per person**



## Meet Your Committee

### **Peter Davies – Membership Secretary**

I am 66 years of age, and I worked in local government for more than twenty years before taking early retirement at the ripe old age of fifty.

My voluntary work away from the Friends involves being Footpaths Officer for the Brighouse Civic Trust with 56 miles of footpaths and bridleways to look after in the Brighouse area. During my time as Footpaths Officer, I devised the Brighouse Boundary Walk which is a recreational footpath of twenty miles around the former borough boundary of Brighouse.

In addition to this, I am also Secretary to the Brighouse Road Safety Committee which involves taking minutes of the meetings, which I do in Pitman Shorthand, and attending to correspondence. I also make arrangements for road safety campaigns in the Brighouse area.

My duties with the Friends include being Membership Secretary, leading Guided Walks, on-train Guide duties once a week, and co-ordinating the Ribbleshead Viaduct Archaeological Tours.

### **Stephen Way - Treasurer**

I have been Treasurer for FoSCL since October 2008. I come from Pudsey originally but have lived in Keighley for just over 20 years with my wife, Susan. I began my career as a Tax Officer with the Inland Revenue but

spent most of my working life at Nationwide Building Society, first in Bradford and then in Leeds, before taking early retirement in 2007.

In my spare time I enjoy folk and acoustic music, and sampling real ales but my main interest is walking. I have been a keen walker since my late teens and spend most weekends out-and-about in the Yorkshire Dales. I also enjoy walking in the Lake District and Scotland and shortly after I retired, I was lucky enough to fulfil a lifelong ambition to travel to Nepal and trek in the Himalayas.

I can't claim to know much about trains as I lost interest when steam trains were replaced by diesels so it was walking that first brought me into contact with FoSCL. We went on one of their guided walks, from Horton to Settle, in August 1999 and since then we've never looked back! I became a walk leader in 2006 and Susan acts as backup. In fact, I was leading a walk in Wensleydale when we bumped into Ruth Evans who sounded me out about becoming Treasurer as she knew I'd worked in finance and had time on my hands.

When I was asked to write this profile, I realised that FoSCL has had a profound effect on my life over the last twelve years as through my connection with it, I have made some exceptionally good friends and enjoyed many memorable moments.

The role of Treasurer has kept me very busy and given me a great deal of satisfaction. I never cease to be amazed at the enthusiasm and commitment of FoSCL's many volunteers and the outstanding support of its members.

***Stephen Way seen on a recent holiday to Nepal***



## Communication with the Committee

You may have gathered by now from other pieces in the magazine that I'm very keen on dialogue between Committee and membership. We have some important decisions coming up over the next year, notably on re-franchising, and it will be important to know what you think. We have various means of communication: letters to the Editor are a good way and are widely read. Trouble is, it could be as much as three months before your views are generally known. A much more instant route is to use the Members' Forum on the FoSCL web site, [www.foscl.org.uk](http://www.foscl.org.uk). If you're not sure how to do this, please get in touch via the Contact Us facility on the web site.

If you don't want your views made public, do email, write or 'phone us using the contact details on the inside front cover of the magazine. We look forward to hearing from you.

If you wish to make a comment by any of the above means, please do include some contact details so that we may address your concerns and give you feedback. Anonymous communications will be ignored.

**Richard Morris**

## More Events

Members who attended the service in memory of the victims of the **1910 accident at Hawes Junction** will know that we were not able to re-dedicate the memorial itself due to the weather conditions. We therefore propose to do this on Friday August 26th at 2.00pm. There will be a short ceremony conducted by Rev. Canon Bill Greetham. All invited - please meet at the upper churchyard at Hawes Parish Church.

**Christmas Events:** the annual Open Day at Settle station will be held on Saturday 10th December. More details in the next magazine.

**2012 FoSCL AGM:** The 2012 AGM will be held at the Hallmark Hotel, Carlisle, on Saturday April 28th. The speaker will be John Stevenson M.P. - Member of Parliament for Carlisle. Further details will be contained in the next magazine.

## Volunteers

FoSCL have nearly 200 volunteers working for the good of the Settle-Carlisle Line. The activities that they cover include: On Train Guides, Gardeners, Settle & Appleby Shops, Walk Leaders, Leaflet Distributors, Handymen, Archivist, Settle and Armathwaite Signal Boxes, Ribbleshead Tours and the hard-working committee. In addition FoSCL has been able to provide volunteers to staff the Ribbleshead Visitor Centre. If the hours covered by these volunteers could be calculated, it would be add up to quite a significant amount of time, all for the benefit of the Settle-Carlisle Line.

**Ruth Evans**  
**01729 825454**

**[RuthEvansLtd@hotmail.com](mailto:RuthEvansLtd@hotmail.com)**

### Visit FoSCL's on-line shop

- \* **The 2012 Pete Shaw S&C calendar**
- \* **DVDs including two new films - 'The Story of the Settle-Carlisle' from Kingfisher and 'The Settle-Carlisle Then & Now' from PSOV.**
- \* **Books including Bob Swallow's new 'Against the Grade'.**
- \* **Ruswarp miniatures and miscellaneous items such as key rings, calendars, postcards, historic postcards and tea towels.**
- \* **And much, much more!**
- \* **And you can renew your membership and apply for Gold Cards on-line.**

**Just visit: [www.foscl.co.uk](http://www.foscl.co.uk)**

## Volunteers Wanted

### On Train Surveys

Northern Rail's franchise expires in September 2013. FoSCL is now considering its approach to re-franchising and, if we are to stand any chance of influencing the DfT or bidders, we need to produce a credible business case. We are currently putting together a questionnaire for passengers on the Settle-Carlisle Line and will need volunteers to take this out on trains, collect and analyse data.

For more information, please contact:

**Richard Morris**

### Membership Development Co-ordinator

We are looking for someone, possibly with marketing experience, who could help us to increase our membership numbers and widen our appeal to a more diverse audience.

For more information, please contact:

**Stephen Way**

## Station Gardeners

Time after time FoSCL receives accolades for the superb condition of the stations on the Settle-Carlisle line, but please remember the input from the T.O.C., Northern Rail, and also from ISS, the cleaning and maintenance company who do so much, as do Network Rail. But our volunteers, few in number at stations, continue to tend the gardens and paint the benches.

Without the volunteer input our stations would lose so much; who would tend the gardens?

Our gardeners and painters are not getting any younger, none of us can go on forever.

**CAN YOU HELP?**

If so FoSCL would be delighted to hear from you.

Genuine offers of help only please to:  
Douglas Hodgins email [douglashodgins@btinternet.com](mailto:douglashodgins@btinternet.com) or phone 017683 41664 any evening between 18.00hrs and 20.00hrs

**Douglas Hodgins**

## Railway Cottage For Sale. Asking price of £249,950.

Situated by Garsdale Station, on the Settle - Carlisle Railway.

The cottage is special, as it sits on the end of the row with magnificent views in three directions towards the railway, down the Garsdale valley and across to Wild Boar Fell. Internally the property has a good size living room with open fire, kitchen/diner, downstairs W/C and studio/4th bedroom. Upstairs there are 3 double bedrooms, and a family bathroom.

Outside there is a good size garden consisting of patio, flower beds, lawn, mature trees and shrubs.



The property is in good condition with oil fired central heating, double glazing and good decoration.

This is a great family, holiday or active retirement home in a spectacular location.

For more details, please see:

[www.jrhopper.com](http://www.jrhopper.com)

## Event at Armathwaite Station

July 14th marked the 25th anniversary of the re-opening of eight wayside stations on the Settle-Carlisle line. To celebrate this very important milestone in the line's road to recovery, FoSCL volunteers John and Tracey Johnson organized what took on the feel of an outdoor birthday party on the station. Happily, a period of highly indifferent weather took a turn for the better that day and all visitors were able to celebrate in the sun. The Carlisle City Jazz Band provided some very welcome live music (not an amplifier in sight – or hearing!) and visitors included past and present FoSCL committee members and railway staff. Many thanks to John, Tracey and Armathwaite volunteer Craig Tomlinson for hosting the afternoon and also to Northern Rail for their permission to use the station.

**Paul A. Kampen**



*Above: John Johnson (left) and, on the signalbox steps, Jimmy Richardson who worked in S&C boxes for most of his railway career.*



*Left: The scene on the station as guests prepare to catch the Leeds train.*

**Photos:  
Mark Rand**



## Armathwaite Signal Box



The signal box at Armathwaite station was brought into service on July 16th 1899. It is of timber construction, measures 16'6 x 11'6 and houses a 16 lever tumbler frame. It was decommissioned and retired from service on January 15th 1983.

The Friends of the Settle Carlisle Line completed a full restoration of the box in 1992 making it an excellent example of its kind. Following a recent period of maintenance, the box is now open by appointment and ready for visitors. A number of artefacts, books and information are on display. Guide books for the journey along the line are also available to purchase from the box.

If a volunteer is on site next time you visit Armathwaite, you are very welcome to call in. Visits can also be arranged by contacting:

**John Johnson 07759593224**

**email:**

**john.johnson@settle-carlisle.com**

**or**

**Craig Tomlinson 07743858980**

## A WINTER BREAK?

It's that time of year again, many of us have enjoyed a summer holiday, is there anything left in the kitty for a winter break?

If so, look no further.

Robin Hughes, owner of Dent Station and the Snow Huts, has once again kindly donated a week at the station to FoSCL-the dates are 13th-20th January 2012.

As in previous years this week will be sold to the highest bidder-closing date for bids 1st December 2011.

A week at Dent in January normally costs £850. Make FoSCL a bid - you could be lucky!

Full details of Dent Station can be found on [www.dentstation.co.uk](http://www.dentstation.co.uk) - for those without the internet the property sleeps six and is very luxurious indeed. Dent in January - it could be cold but you won't be, the station building has various forms of heating. One further factor to take into consideration is the fact that trains stop at your front door every day, you will not need to rely on the car if the weather is inclement.

For further information or to register your bid simply email myself on [douglashodgins@btinternet.com](mailto:douglashodgins@btinternet.com) or phone 017683 41664 any evening between 18.00-20.00hrs.

**Douglas Hodgins**

**A GRAND DAY OUT**  
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# News Notes

## McNulty – What it might mean for the S&C

Sir Roy says in the foreword to his Value for Money Summary Report (77 pages): “the Study’s Terms of Reference made clear that it was ‘to identify options for improving value for money ... while continuing to expand network capacity as necessary’. Accordingly, I have not examined possible cuts to the rail network, and the Study’s focus has been solely on ways of improving efficiency and value for money from the existing network.”

He further says the industry should be aiming to achieve a 30% reduction in unit costs (i.e. costs per passenger-km) by 2018/19 to bring it more into line with comparable countries in Europe. It will be an enormous challenge but he thinks it can be done. There are lots of suggestions as

to how, and no “silver bullet”. This is Plan A. Only if all concerned failed to deliver the improvements which the Study judges to be both necessary and possible, would consideration conceivably have to be given to a Plan B – a smaller railway.

We’ve heard that before – only a generation ago – and we all know what followed!

He sees a longer term future “in which InterCity and London and the South East services can operate with little or no subsidy, and in which the subsidy for Regional services...is better controlled and much more precisely targeted.” We’re not InterCity or South East, so we must be Regional, mustn’t we?

Now let’s jump to the full report (320 pages). Section 19 is headed “The Lower Cost Regional Railway.” That would seem to include the S&C. Table 19.1 gives the comparative net costs per passenger-mile: InterCity 7.3p, South-East 4.8p, Regional a whopping 31.1p. Regional railways account for 61% of government subsidy to the railways: “...the regional franchises convey lower passenger volumes, have lower fares and low overall revenues in proportion to their cost base.” Isn’t the writing on the wall for us?

But what is the S&C exactly, inter-urban or non-urban? “The inter-urban regional network connects major conurbations on routes not served by the long-distance franchises. In contrast, the regional non-urban network is focused on providing largely societal benefits. Very little of this network is electrified and is mainly controlled by traditional manual signalling. The majority of rolling stock is over 20 years old and in some cases derived from bus technology. Most stations are unstaffed, but trains will have a driver and a guard.”

*The McNulty report and recent announcements by Network Rail sound the death-knell for traditional signalling. Here is the shape of things to come as maintenance is undertaken on a communications mast.*

*Photo: Peter Ainsworth*



Sounds like Sir Roy would like to slot the S&C into the non-urban category. But, looking at the previous two paragraphs, do we really fit there? Lower fares, low overall revenues in proportion to the cost base? Not so, Northern tell us that we are a high-yield line compared with the highly subsidised Metro area. Focused on providing largely societal benefits? Yes, but what about our tourism, group bookings doubled in two years, many a train full in the summer months?

Let's face it, we're unique. We know it, but it looks like Government doesn't!

In the Report, there follows a detailed description of the "lower-cost regional railway" and how to achieve it. Rolling stock gets a lot of coverage: new vehicles only in exceptional circumstances, and then they'd have to be a lot cheaper than existing heavy rail vehicles; cascading trains from other parts of the network; refurbishment and life-extension of existing stock - "but taking the opportunity to reduce greatly the operational costs and weight of the vehicle." Nothing new here, apart from the last bit. Let's examine that further.

There's a big push on reducing vehicle weight because it reduces infrastructure wear and tear. But again, we don't fit: it's not Northern's 158s that do the damage, it's the 2000-ton coal trains. Lighter vehicles also use less fuel. You can make them lighter by reducing traction power, thus allowing lighter construction. You can take out air-con (it doesn't work anyway!) and powered doors (a mixed blessing, especially on toilets). More ominously, you can reduce bogie weight by using single axles with active suspension: is this the return of the Pacer? You get the picture: is this sort of vehicle really appropriate for England's Most Scenic Railway?

There is much, much more in the Report. As you go through it, alarm bells start to ring. How do you save costs in most situations? Reduce staff; people are expensive. The signal boxes will ultimately have to go. Station staffing and ticket office opening hours will be reviewed. Driver only operation should become the norm.

Now then, FoSCL, how do we react to all this? No more consultation, that's the final report. Government can choose whether to accept its recommendations, but what government doesn't want to save taxpayers' money? I come back to my earlier point: the S&C is unique and a lot of what is recommended by McNulty would be detrimental to the type of passenger experience that we have worked so hard to achieve.

We cannot just sit back and let things take their course. We're now actively planning our approach to re-franchising; more on this in the next magazine. But we need to raise the profile of the S&C and get the railway industry and government to understand that our line is a unique national asset with vast untapped potential. How do you think we should go about this?

**Richard Morris**

### **New Road Signs**

This is one of a number of signs that have been placed around Settle by North Yorkshire County Council's Highways Department. FoSCL highlighted the need for such signs in North Yorkshire. Cumbria, by contrast, already had them.

Signage for the S&C did not fit conveniently into the approved categories for Tourist brown signs as it is not a heritage railway so the 'Thomas the Tank Engine' type of icon would not have been appropriate.

The eventual compromise was the provision of mainstream black and white signs. Besides being effective, unlike brown signs these are free of charge. Altogether, a result.



## SCENe Events Leaflet

To mark the 25th anniversary of the Local Stations re-opening, the Settle-Carlisle Enterprise Network (SCENe) published an A3 sized leaflet containing a huge list of local events along the railway corridor.

A small group of volunteers from SCENe had been given permission by Northern Rail to distribute the leaflets on trains and stations, on the actual anniversary day, Thursday 14th July 2011.

FoSCL had arranged for celebratory bunting to be put up at stations, not just Horton, Ribbleshead, Dent, Garsdale, Kirkby Stephen, Langwathby, Lazonby and Armathwaite. This gave a festive atmosphere and enabled the on-train leafleteers to break the ice easily with passengers by asking if they knew what the bunting was for, then giving them a leaflet.

There is also a colouring competition for young children, to colour the Midland Railway 'Wyvern' – the dragon-like creature which can be seen in the ironwork at Hellifield.

The events range from Dentdale Show, August 27th + 28th; Lazonby – last two weeks in August for daily swimming lessons in the outdoor pool; Carlisle Castle Border Reivers tours August 22nd – 31st; plus lots of tours, exhibitions and village events.

The full events list is on [www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk)

**Pete Shaw**

## Support for Eden Valley Hospice

Eden Valley Hospice provides specialised palliative care for terminally ill patients and their families -along with a wide range of vital supporting services - free of charge throughout North Cumbria. It also operates a Children's Hospice that cares for life-limited children and their families across Cumbria and the South of Scotland. Last year, my family were truly grateful for the services and support provided by the Hospice during the last weeks of my mam's life.

To support the fundraising efforts for the Hospice, we are collecting used postage stamps at Appleby Railway Station. An appeal for stamps has been running on the partnership website at [www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk) for some time and two large boxes of stamps have already being donated from people throughout the country. There are now fewer charities collecting used stamps and many people are looking for a worthwhile cause accepting used stamps. Your support for this worthwhile cause would be welcome. Donations of postage stamps can be sent to:

SCRDC (Stamps)  
Railway Station  
Clifford Street  
APPLEBY  
CA16 6TT

**Anne Ridley, Settle Carlisle Railway Development Company**



*The bunting at Garsdale adds a festive air to the arrival of the Northern Rail 11.55 Carlisle - Leeds on 14/7/11, 25th anniversary day.*

**Photo: Pete Shaw**



## Stations Report

Pride of place this time round goes to Armathwaite. With Network Rail having upgraded and extended the car park, including the installation of heritage lighting columns, the FoSCL volunteers have been busy on the station.

The waiting shelter on the Carlisle platform has been given a complete repaint in maroon as have the benches on the platform. With the superb station garden on the Leeds platform adding colour to the station, together with the Signal Box, Armathwaite Station presents a very pleasing picture indeed.

Further work has been carried out at Garsdale where Network Rail have installed a further two lighting columns, one either side of the toilet block. New access steps to the car parking area are scheduled to be installed shortly and following the completion of this project this country station, with Ruswarp keeping watch, is a great credit to all concerned in its restoration, not forgetting the two FoSCL volunteers who look after the station on a regular basis.

Appleby is in the middle of a major refurbishment, the buildings on both platforms will be upgraded, more of this below.

### Douglas Hodgins

#### Appleby station refurbishment

Work commenced on the refurbishment of Appleby station during June. Our contractors, JMD Developments, have worked hard to keep the work as low-impact as possible in order not to disrupt the station at this busy time. Fortunately, disruption that has occurred has been met with good humour and patience – a big thank you there to all concerned, particularly the staff!

So far the northern end block of the station has been stripped out to form two new Ladies, a disabled toilet with baby change facilities, staff facilities and Gents. Shortly the stonemason will be arriving to replace the very worn-out sandstone around the windows. All the windows are either in the process of being fully repaired or replaced. Repairs will also be undertaken

on the bargeboards, rainwater pipes, roof and walls to fix the damp problems.

Some regular readers will remember 'Harold's room'. This is destined to be refurbished to make a new trolley-service room for coffee and tea whilst the original trolley room is to be upgraded in order for it to become a cold food preparation room – so our catering team can expand its operation.

It's all exciting times at Appleby and we hope that the work will be fully completed in the next few weeks. After that, we are expecting Network Rail's contractors on-site to do up the waiting room on the upside platform.

**Marion Armstrong -  
General Manager  
Settle-Carlisle Railway  
Development Company**

# N<sup>o</sup>5

RAILWAY COTTAGES

#### Railway Holiday Cottage



#### For rent on the Settle -Carlisle Railway line

Delightful 2- bedroomed cottage set in open countryside with stunning views.

Set in quiet surroundings on the Settle - Carlisle Railway line at Garsdale Head station, making it an ideal location for touring both the Yorkshire Dales and the Lake District.

Weekends and mid week breaks available.  
Late availability possible  
Sorry no pets.

Reasonable rates- telephone 0114 2696 008

[WWW.5railwaycottages.co.uk](http://WWW.5railwaycottages.co.uk)

## Cafe Launch and Footpath Opening

On Monday 11th July, Kirkby Stephen Town Council Chairman Joan Johnstone cut a special birthday cake at Kirkby Stephen station. This marked the 25th anniversary of the station reopening, and the launch of the 'Midland Room' station cafe. To complete the picture, Cumbria County Council also officially opened the new all-weather footpath that links the station with the town of Kirkby Stephen.

Visitors can now enjoy delicious home-baked refreshments in the 'Midland Room' cafe. The 'Midland Room' is open seven days a week, and is run by station caretakers Rachel and Andrew Griffiths, who by coincidence met on the very same day 25 years ago that the station reopened for business. Rachel commented:

*"We never dreamed that one day we would have the privilege of living and working in this fantastic place; it's full of character and charm, with stunning views over the fells, and the old waiting room really lends itself to be being somewhere to meet and*

*eat tasty homebaked food. 'The Midland Room' is a great welcome for visitors and a great way to bring the station back into the community."* Andrew added, *"But best of all, I get the job of being the official taster for Rachel's wonderful cooking."*



**Below Left: Joan Johnstone cuts the cake whilst FoSCL Vice-chairman Douglas Hodgins looks on.**



**Above and below: The first walkers use the new path.**

**Photos: Andrew Griffiths**



## Special Traffic Report

|            |             |                                       |
|------------|-------------|---------------------------------------|
| April 25th | 67027       | Dumbarton - Appleby - Kings Cross     |
| April 25th | HST         | Heaton - Derby, test train            |
| April 27th | 67018/67019 | Harlow - Carlisle                     |
| May 2nd    | 47270/47580 | Southport - Edinburgh                 |
| May 19th   | 71000       | Kings Cross - Carlisle                |
| May 21st   | 46115       | Stevenage - Carlisle                  |
| May 21st   | 71000       | Carlisle - Gloucester                 |
| May 22nd   | 153 + 155   | Leeds - Settle, stakeholder's special |
| May 23rd   | HST         | Heaton - Derby                        |
| May 28th   | HST         | Derby - Heaton                        |
| June 1st   | 46115       | Worcester - Carlisle                  |
| June 25th  | 2 x cl 47   | Alnmouth - Llandudno                  |
| June 25th  | 47580/47851 | Norwich - Carlisle                    |
| June 25th  | 46115       |                                       |
| July 1st   | 67xxx       | Carlisle - Cardiff                    |
| July 20th  | 46115       | Lancaster - Carlisle                  |
| July 20th  | 67019/67028 | Carlisle - St Albans                  |
| July 21st  | 47804/47891 | Carlisle - Hereford                   |
| July 23rd  | 45305       | Carlisle - Crewe                      |
| July 24th  | 5407        | York - Carlisle                       |
| July 25th  | HST         | Heaton - Derby, test train            |
| July 27th  | 46115       | Lancaster - Carlisle                  |
| July 30th  | HST         | Derby - Heaton, test train            |
| July 30th  | 46115       | York - Carlisle                       |
| July 30th  | 6201        | Carlisle - Crewe                      |

On July 27th, 46115 *Scots Guardsman* failed on *The Fellsman*, and was diesel hauled on the southbound leg by 47760.

**Pete Shaw**



**66102 in the loop at Blea Moor at 11:00 on Wednesday 20th April with empty Ribble Cement tanks to Clitheroe.**

**Photo: Stephen Willetts**



## Beyond the S&C by Bus

**H**ave you ever wondered what lies just off the line and beyond remote stations such as Ribbleshead, Dent and Garsdale? Where are those people alighting here going? Whilst some will be setting off on long walks up the Three Peaks and along Mallerstang, many others are connecting with buses to Dent Village, Sedbergh, Hawes, Swaledale, Wensleydale, Leyburn and Richmond. Why not join them and expand your horizons?

Every Saturday until October 15th Mario will be waiting for the 0849 train from Leeds at Dent to take you to Dent Village, Sedbergh and Kendal on the FoSCL supported bus giving you the opportunity to explore these fascinating places, stroll through Dentdale on the celebrated Dales Way or hike up the Howgills.

Every Sunday until October 23rd the FoSCL-supported Northern Dalesman bus meets the 09.00 train from Leeds (which calls at all Airedale stations) at Ribbleshead to take you to Hawes (passing close to the Snaizholme Red Squirrel Trail) then over Buttermere Pass to the Swaledale villages of Keld, Muker, Gunnerside and Reeth before continuing to the historic castle town of Richmond. Change at Hawes for Bainbridge, Aysgarth, Wensley and Leyburn - why not visit the Wensleydale Railway?

A Monday to Saturday minibus service between Garsdale and Hawes via Hardraw is provided by the Upper Wensleydale Community Partnership to connect with the 08.49 ex Leeds and 19.15/19.26 return trains; an extra journey runs on Mondays, Fridays and Saturdays to connect with the 17.27 return train.

If you want to go to Malham then the Malham Tarn Shuttle runs at regular intervals every Sunday until October 23rd from Settle Market Place via Malham Tarn - as well as regular Saturday and Sunday buses from Skipton Station to Malham via Airton.

If the weather turns wet why not visit Ingleton Waterfalls using the 2 hourly 581 bus from Settle; the morning buses offer good connections with the Leeds-Morecambe trains at Giggleswick Station - wait for the bus opposite the entrance to the Craven Arms.

All these buses operate on a turn up and go basis with English National Bus Pass holders travelling free and special discounts for rail ticket holders on the Northern Dalesman. For further details please see [www.dalesbus.org](http://www.dalesbus.org) or pick up a timetable from your stations, TICs and libraries in the area. If you have any queries or suggestions or are unfortunate to experience any problems using these Dales Buses please contact me by e-mail [media@dalesandbowland.com](mailto:media@dalesandbowland.com) or ring 0115 9322356.

**John Disney**

*John Carey seen here with the 'cheque' from FoSCL for £1,500 in support of the 'Dent Station - Sedbergh - Kendal' bus.*

**Photo: Pete Shaw**





## The Northern Rail Stakeholders' visit to Settle (22<sup>nd</sup> May 2011)



**1: The host & guides awaiting the arrival of the special train**

From left to right: Peter Davies (*FoSCL*), Drew Haley (*Northern Rail*), Brenda Haw (*FoSCL*), Duncan Ward (*FoSCL*), Ruth Evans (*FoSCL*), Mark Harvey (*FoSCL*), & Ann Robinson (*FoSCL*)



**2: Welcome & organisation**

Northern Rail's Client & Stakeholder Manager Drew Haley greets the arriving guests. The special train consisted of 153 366 in EMT livery and 155 345 in Northern livery.

The Class 153 is currently on a six-month lease to Northern Trains.



**3: Walking to Victoria Hall**

A bit of 'Settle Sunshine' (more commonly referred to as light drizzle) doesn't seem to have dampened the spirits too much.



**4: Walking to Victoria Hall**

Keep smiling, we're nearly there.



**5: Arriving at Victoria Hall**

Marion Armstrong (from the Settle-Carlisle Development Company) welcomes the arriving guests.



**6: Arriving at Victoria Hall**

The refreshments are this way . . . !

## The Northern Rail Stakeholders' visit to Settle (22<sup>nd</sup> May 2011)



**7: Inside Victoria Hall**

You can't beat a nice warm cuppa after a walk in the rain. Refreshments were served by the Settle-Carlisle Development Company team.



**8: Inside Victoria Hall**

Northern Rail's Assistant Area Director Richard Allan expresses the Company's gratitude for the work done by volunteers and explains that it's worth around £1½ million per annum.



**9: Inside the Water Tower**

Having recently purchased the last surviving original water tower on the Settle-Carlisle line, FoSCL's Mark Rand explains that he has now begun the slow (and at times extremely frustrating) process of converting it into a house.



**10: Outside the Water Tower**

It's still drizzling, but everyone seems to have come well prepared.



**11: Inside the preserved signal box**

FoSCL member Derek Soames - a signalman with 50 years experience - explains the history of the signal box and how it would have been operated when it was in service.



**12: Walking to the Museum**

Look: no umbrellas!  
The drizzle has finally stopped.



## The Northern Rail Stakeholders' visit to Settle (22<sup>nd</sup> May 2011)



**13: Inside the Museum**

An entire room on the second floor of the Museum of North Craven Life is devoted to the Settle-Carlisle Railway. This panel covers the Midland Railway era.



**14: Inside the Museum**

Guests of all ages admired the 4mm finescale model of Settle station (set in the Midland Railway era).



**15: Inside the Museum**

The visually challenged guest on the left was trying to work-out the nature & purpose of this exhibit (a chimney pot) by touch alone. He managed to do so with only a couple of hints from his companion (on the right). Amazing!



**16: The Settle hydro-electric generating plant**

Rather than using water wheels or water turbines, this interesting scheme uses an Archimedeian Screw (the green (!) thing below the mesh at the base of the photograph) to generate enough electricity to power around 80 homes.



**17: Boarding the special train for the return journey**

The great thing about travelling by train is that the journey home is an integral part of the day-out.



**18: On board the special train**

Please have your tickets ready for inspection. Northern Rail and FoSCL wish you a pleasant journey and hope that you have enjoyed your visit to Settle.



**Above:** Watched by possible future railway enthusiasts 46115 *Scots Guardsman* arrives at Carlisle with the first 2011 'Fellsman'. 20/07/11. **Photo: Chris Dyson**

**Below:** Fastline-liveried 66.434 backing onto a southbound timber train in Blea Moor loop at on 21 May 2011(Colas Rail-liveried 66.845 stayed on the rear after both locos had double-headed the train over Ribbleshead Viaduct).

**Photo: Ron Barry**





## Water Tower News

Building work has started! Indeed, the main structural elements will, by the time you read this, be finished. Builders Kilburn and Johnson of Settle have really got stuck in to the project. At the time of writing the ground and first floors are in and the two storey annexe has reached its roof height. Plumbers and electricians have started. All this contrasts markedly with the planning delays and frustrations. I have to concede that the time spent on the planning phase has not all been wasted as we have been able to prepare in great detail so the build itself should hold fewer surprises.

As the builders have got to know the building intimately their admiration for its fabric and build quality is reinforced daily. Modern surveying techniques have confirmed that the Victorians built it with astonishing accuracy.

The original cast iron windows have been painstakingly restored and reglazed, the grounds have been cleared of overgrowth and levelled. Many railway relics have been unearthed and preserved. The painting of the tank is complete and the tank-top railings have been reinstated.

Media and local interest is increasing, with major articles appearing in the Yorkshire Post magazine and Heritage Railways. The Channel 4 *Heritage Man* TV programme's filming is gathering pace as the builders race ahead. The expectation now is that the project should be essentially completed this year.

Mark Rand



***The eastern (furthest from the station) aspect of the tower shows the blockwork of the annex under construction and the tank-top railings.***

***On the horizon is a fine view of Pen y Ghent.***

## SELF CATERING HOLIDAYS AT LONG MARTON STATION

The station has been painstakingly restored from 1993 with complete authenticity. There is a large lounge with the original marble fireplace, dining room, kitchen, bathroom, large double bedroom with cot, and twin bedroom. GCH, CTV/VCR/DVD, AirCon, HiFi, electric cooker, microwave, fridge/freezer, washing machine, bath/shower, large lawn, on-site parking. Electricity, gas, firewood, bed linen, towels (on request) included.

Sleeps 4 - 6 + cot. Pets by arrangement. Welcome pack on arrival.  
Excellent pub/restaurant 200 yards away. From £260 to £520 per week



For more details see our website at:  
[www.LongMartonStation.co.uk](http://www.LongMartonStation.co.uk)  
or ring David & Madeleine Adams on:  
0161 775 5669 or 01768 362022  
or email: [dgma@talktalk.net](mailto:dgma@talktalk.net)

## Wensleydale Railway: Bread, Dormice and Diesels

I wonder if you saw the BBC's *Countryfile* programme on July 24? It was a happy combination of steam trains, summer scenery and a local 'story' – the opening of the new Community bakery at Bedale station. When the bakery opened, the first delivery of flour was brought in by train from the local watermill at Crakehall, two miles away. The resulting publicity has been beneficial to both the railway and the bakery, which hopes to open for more than the present three days a week in due course.

The TV programme ended with a visit to Aysgarth station (where part of the building is available for holiday bookings) and the famous waterfalls. Until the end of October a **vintage bus** runs to Aysgarth Falls from Redmire station - and then via Bainbridge and Hawes to Garsdale station four days a week (Tues, Fri, Sat and Sun). The good news is that, for those with a Senior Citizen bus pass, travel is free on the vintage bus – especially useful if you would like to join WR's 5 mile guided walk on Friday September 2 (From England's shortest river to Yorkshire's largest lake i.e. Bainbridge to Semerwater). The vintage bus will also be used for WR's 2 mile guided stroll with a National Park guide on Saturday October 1 (The Dormice in Freeholders Wood, Aysgarth).

**Two train running** (with some steam trains) ends on September 5, after which the timetable reverts to 'orange' timings i.e. three trains a day but continuing the 09.50 departure of the first train from Leeming Bar on each operating day (every day in September; Tues, Fri, Sat and Sun in October and November). Jungle drums will be beating to alert diesel enthusiasts to the plans for **Diesel Gala 2** on September 23-25 and diesel-hauled events on November week-ends.

WR's new **geology excursion** (The Rock Jigsaw and Fossils of the Yorkshire Dales) on Thursday September 15 is followed by our famous **Annual guided walk + Festive Lunch** on Friday November 25 and – on the same day – WR's annual Christmas Shopping excursion to Carlisle. This year a special

tour (optional) of the remarkable premises underneath Carlisle station is included. Booking is essential for these three events and for **Santa Specials** in December: phone WR on 08454 50 54 74.

To end the year, there will be **4-5 mile guided walks** from the first train each day on December 27-30 inclusive and an **8 mile walk from Redmire to Aysgarth Falls and back on New Year's Eve**, Dec 31. Walkers: put the date in your diary now and join us for the last walk of the year! More details on: [www.wensleydalerrailway.com](http://www.wensleydalerrailway.com).

**Ruth Annison (01969 650349)**

## Lancaster & Skipton Rail User Group

"One of the most glorious train journeys in Britain for those who take the trouble to discover it". So Michael Williams concludes his chapter on "The 10-34 from Morecambe" in his new book describing twelve more journeys on Britain's secondary routes and branch lines. In *On the Slow Train*, published last year, he related his experience while travelling on lines from St Ives in Cornwall to Mallaig in western Scotland, among them the Settle-Carlisle, where he met on-train guide Tony Iles and also Anne Ridley at Appleby station. He extols the value and virtue of "slow travel" as something that "re-engineers time", making the journey a pleasure in itself, "a moment to relax rather than a stressful interlude imposed between home and destination".

In *On the Slow Train Again* Michael resumes his criss-crossing of Britain by rail. The opening of Chapter 4 finds him travelling also in time, as he relives the filming in 1944 of *Brief Encounter* at Carnforth station. On the facing page is a picture, not of a train, but of Celia Johnson and Trevor Howard gazing into each other's eyes. So he begins his description of what he says is, "For those in the know... one of Britain's most spectacular rail journeys." There are "few lovelier and more authentic journeys through the best of rural Britain than this one."

Starting his day in Morecambe, he looks back to the resort's heyday and its links with the West Riding, largely created by the railway, and notes its more recent

celebrity represented by the statue of Eric Morecambe. Before catching his train Michael is fortified by "a hearty Lancashire breakfast" at the restored Midland Hotel, in his view second only to St Pancras as a superb building from which to start a railway journey. He finds Lancaster station full of interest, but is less impressed by the "vast Valhalla of rusting railway carriages" in the sidings of the West Coast Railway Company on the approach to Carnforth.

Stopping off at its smartly kept station, he praises Bentham as "as authentic a country town as you could find anywhere in Britain." There he comes across "some of the fiercest guardians of the Leeds-Morecambe line." He mentions the memorial in St Margaret's Church to Hornby Roughsedge, the church's founder and one of the first directors of the "Little" North Western Railway. As he travels on, Michael rejoices in the wonderful mountain views from his Pacer between Clapham and Giggleswick. At the latter he reminds us of Tony Hancock's TV trip there with his concert party. (Do you remember Hugh Lloyd peering out of the booking office window at Kings Cross and responding "Never heard of it!" when asked for a ticket to Giggleswick?. "Found it!" he comes back triumphantly; "Change at Leeds.") After spending the night in the excellent B&B at Long Preston post office, and again bolstered by a fine breakfast (kippers this time). Michael returns to Lancaster by walking along the footpath and cycleway on the old line from Caton, bemoaning with us the loss of this direct route.

Michael Williams is a Fleet Street journalist, who lives in London but commutes by train each week to Preston, where he is Senior Lecturer in the School of Journalism, Media and Communication at the University of Central Lancashire. He writes about his railway journeys with passion and humour, with nostalgia as he considers what we have lost of our railway network, but with a true delight in what remains. We look forward very much to his coming as guest speaker at our AGM on Friday 16 September this year, in Bentham Town Hall at 7-45 pm. This is an open meeting – do come along and meet the author.

*On the Slow Train Again* is published by Preface Publishing at £14.99.

**John Bearpark**

**Stainmore Railway Company  
At Kirkby Stephen East**

**'Stainmore 150'  
27/28/29 August 2011**



A Three Day Festival Celebrating the 150th Anniversary of the Stainmore Railway

Featuring Locomotives NER 910 and BR Standard 78019,  
First Steam-Hauled Public Trains from KSE since 1962,  
Opening Ceremony by Steve Davies MBE (NRM), Free Parking, Free Vintage Bus Shuttles, Guided Walks at Smardale Gill and Stainmore Summit, Re-enactments of Key Events, Vintage Fairground Attractions, Silver Band, Refreshments Available

Site opens at 10am each day

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## The Friends in the '80s By Brian Sutcliffe M.B.E.

I shall begin my recollections of the early years with an introduction of how I became involved with such a remote line.

In the mid 1960s I was actively involved with a preserved railway where I became acquainted with David Burton, who would become the founding Chairman of the Friends. He introduced me to the line before the local Skipton - Carlisle service was withdrawn in 1970. I well remember my first ride northbound on a DMU, cresting Ais Gill summit and looking down the grade toward Kirkby Stephen to see a plume of white smoke and steam in the far distance. As the DMU gathered speed and the steam train came ever closer, it became clear it was a 9F on a freight train from Long Meg that was blasting its way up Mallerstang towards the summit. That everlasting and evocative memory of steam against a background of stunning scenery is what helped make the S&C so special. In the period before I became involved I was to travel over the line on a Deltic excursion to Edinburgh which traversed the Waverley route on the day before its closure. This was 1969 and severed the Midland route from St.Pancras to Edinburgh. Worse was to follow in 1977 when the through trains to Glasgow were withdrawn, and replaced with a Nottingham - Glasgow service, that too would be diverted away from the S&C 5 years later. Clearly a determined run-down of the line was taking place and the only news to beat the gathering gloom was a charter train in 1974 which called at the previously closed stations and became the forerunner for what became Dales Rail.

My introduction to the Friends was an invitation from David Burton to attend a committee meeting; I think this may have been 12-18 months after the formation of the Friends. I well remember the late Graham Nuttall, a quietly spoken person who at the time was secretary and is perhaps best remembered for the statue of his dog Ruswarp at Garsdale.

From that chance attendance I became a committee member and within 18 months found myself the Chairman with David as Vice-Chairman. The next five years

were to be a roller coaster ride which myself and the rest of the committee are unlikely to forget. By now closure had become a reality and we found ourselves in a situation none of us had experienced. The committee comprised people from all walks of life, but with a single goal, to ensure the line did not close. At this time Internet access and computers for the masses was a decade away. Communication was at the heart of our efforts and this was by telephone, a few committee members had access to Fax machines, otherwise it was by letter or word of mouth. A manual typewriter was about as far as technology touched the Friends. The membership renewals were done on a manual basis throughout the closure campaign, although by the mid '80s an embryonic system using an external computer company started producing labels. Although this was better than when I joined, the Friends still had some way to go before they would have fully computerised records and label production in-house. When I joined we had around 1000 members and when the line was saved from closure, that figure had risen to nearly 4500, with a fixed membership renewal date. Imagine processing so many renewals!

In those days the Friends struggled financially to fund the campaign; expenses were only paid in exceptional circumstances. This meant committee members were not only freely giving their time, but also their money. We had no income stream except the membership fees and any donations members felt able to give. As the campaign progressed, sales were undertaken but the days of having the permanent sales outlets were just a distant dream.

I am deliberately not going to mention any committee members by name, simply because they all gave so much that it would read like a roll of honour if I mentioned them all.

I have already mentioned communication, and communication with our members was extremely important; this was done providing a newsletter printed on A4 sheets. This was to change to A5 format with newsletter 20 and that is the format which has been continually developed and evolved into the quality magazine



you are reading today. In the early days, newsletter distribution was painfully slow, hand addressed envelopes and stamps to stick on them all. A far cry from today's slick operation.

Communication was necessary to raise the profile of our campaign and contacts were established with the press, local radio stations and regional TV. Local MPs provided support and relevant Councillors at all levels were contacted. The Press and local radio were always keen for a story and they provided excellent opportunities to put our case, quite often Regional newspapers would run a story that would be picked up by the national press and "open all hours" is a borrowed phrase that could well have been applied to the Friends in those days. Did you know our official name at that time was the Friends of the Settle Carlisle Line Association; later we were to drop the "Association".



Since this snapshot is only covering the formative years, I would like to record a few people and organisations outside the Friends that helped us to achieve our goal.

To launch a major campaign as a pressure group, we clearly were not geared up to such a challenge, and looked to seek advice and help wherever we could. We discovered that, in the '70s, a line from Oxford to Worcester had been proposed for closure and a group had been formed to fight that proposal. The group was known as the Cotswold Line Promotion Group and they managed to save the line - albeit with a reduction from double to single track. They were contacted and a meeting took place in Keighley with their Chairman and Secretary. This was the beginning of a helpful working relationship between the two groups which was to endure even after our line was saved from closure. They sent members to speak at the Transport Users Consultative Committee (TUCC) hearings, and it was at their suggestion that we adopted the A5 magazine format.

Another organisation that helped us play a major role was the Settle Carlisle Joint Action Committee; the NW groups of Transport 2000 and the Railway Development Society spearheaded this group. They recognised that the Friends could become a force but, with no experience of operating as a pressure group, clearly needed some direction. These were the three main constituent members and this group provided access to the rail unions and politicians and helped to raise the profile of the campaign.

***Pete Shaw's cover photo on the February 1989 issue of the FoSCLA newsletter shows Brian Sutcliffe in 1988 presenting the then Transport Minister, Michael Portillo M.P., with FoSCLA's financial analysis of the line.***

The final campaigning group to emerge was The Business Liaison Group, representing local business along the line; they mounted a vigorous campaign that helped achieve the ministerial decision in 1989. More support was to come from the Councils affected by the closure proposal, these were led by the redoubtable Councillor Bill Cameron of Cumbria CC, a determined, down-to-earth man who marshalled his forces to great effect. We played our part and attended the Joint Council meetings, Councillor Cameron became a great ally and the part played by the Councils under his Chairmanship should not be underestimated.

Now BR played their card by appointing a manager to oversee the closure. I don't know if this was a Wild Card or a Joker, because the manager they appointed was a man with a track record based on marketing. This was Ron Cotton, a maverick manager who was nearing the end of his career. At this time there were only 2 trains each way over the line, no more than 5 coaches and loco hauled, but within a short period of time Ron Cotton's marketing skills had increased the train frequency to three each way, with up to ten coaches. On summer Saturdays it was not unusual to have a relief morning train from Leeds. This impacted on the Friends who by now were travelling on the trains collecting pro forma objections for the TUCC closure hearings from a captive audience. We also did local leaflet distributions for each new offer which Ron Cotton generated. At this time some members of the committee did not trust Ron Cotton, this sometimes left me in a minority on the committee, but I believed you could not look a gift horse in the mouth, fortunately time was to confirm my belief.

In 1986, using a little known piece of legislation called the Speller Amendment, Ron Cotton, with financial help from the local authorities, re-introduced a local service stopping at eight of the previously closed stations. The financial help provided rudimentary lighting that was to endure into the 90's. Was this really the work of a man committed to closure?

However, after 16 years of closure most of the stations were in a sorry state, and this gave the Friends an opportunity to

make them more user friendly. This led to the formation of a station adoption scheme that would continue into the '90s. Basically members adopted a station and were allowed to carry out improvements within a restrictive brief. BR awarded annual prizes, in the form of rail tickets, for the station judged to be the most improved.

However, before a ministerial decision could be made we had the TUCC hearings to attend and present our evidence, assisted by some of our MP vice-presidents. The NW and Yorkshire Area committees carried out the hearings. The Chairman of the Yorkshire Area was the late James Towler, a man whose outspoken comments were always good for publicity but gained little favour from his political masters. For the NW, Olive Clarke was the Chair and she was regarded with some trepidation as someone who would not give a fair and impartial hearing to the evidence presented. Events were to prove us wrong: Olive Clarke conducted impartial and professional hearings while James Towler could be seen to favour the objectors.

The Hearings completed, it was to take a further two years of our roller coaster ride before we had the decision we had all worked so hard to achieve. By this time Ron Cotton had retired and James Towler was not given the opportunity for another term in office, clearly his style did not impress the politicians.

With the '80s drawing to a close and a sense of elation following the historic decision, the Friends could look back with some pride to realise how such a disorganised group of amateurs had matured into such a professional and respected campaigning organisation.

We were now left to look forward to the '90s and the transition from Pressure to User Group. At that time most of us believed we would see a resurgence of passenger traffic with through trains to Scotland, and freight playing little or no part in the development of the line. What was to happen was rather different!

## **First Meeting By David Alison**

My first meeting with the FOSCLA Committee (as it was then) was somewhat unnerving. It must have been around 1986 and I had just moved up to Lowgill from London. Jenifer and I had been invited (or it might have been the other way round!) to a meeting at the remote Appleby Manor Hotel.

It was on a winter's afternoon, already dark, with the wind and rain swirling around. The hotel too looked in darkness and deserted. It was with some trepidation that we rang the enormous bell and knocked on the huge front door. After a few attempts we had obviously been heard in the depths of the building. Footsteps were heard in the hall, and the door creaked slowly open - it was just like something out of a Hammer horror film (You rang?.....).

From that moment, though, everything changed. I think it was Philippa Simpson who let us in. Other luminaries present probably included Pete Shaw, Peter Lawrence (Jenifer always liked his pullovers), Kath Smith and Vanda Braid, Alan Earnshaw(?), and other names lost in the mists of time. What I do remember is the welcome we received and the friendships that were formed that afternoon, many of them still thriving today. I have always been grateful for the encouragement, advice, help and companionship which have always been a feature of my dealings with FOSCL(A), ever since that meeting. Long may the Friends continue to flourish.

## **First Impressions By Peter G. Davies**

My admiration for the Settle and Carlisle line extends back to 1958 when I first took a journey over the line from Carlisle to Leeds on the 'Waverley' express from Edinburgh to Leeds. We arrived in Carlisle behind a Class A3 Pacific, 60079 Bayardo. Engines were changed and two locomotives came on the front of the train, a class 5 4-6-0, and a Jubilee 45562 Alberta. We left Carlisle and soon we were heading south along the Eden Valley. Mountains came into view on

both sides of the train and I became very excited.

I had my head out of the train most of the way until I received my Settle and Carlisle baptism (literally!) on the water troughs at Garsdale.

From that time onwards, I began to appreciate the engineering works and the wonderful mountain scenery through which the line passed. I made several journeys over the line, travelling to and from Scotland, for a number of years. I then joined the Yorkshire Dales National Park as a Warden and led walks from the specially chartered Dales Rail trains.

It was, of course, not until 1982 that I became aware of the plans by British Rail to close the line. I became incensed by this and I duly joined the Friends in order to help save the line from closure. I became involved in the campaign helping with surveys and issuing objection forms to passengers. I also attended several of the public hearings and I addressed the North East and North West Transport Users Consultative Committees in both Carlisle and Leeds.

I then took a keen interest in the work of the Friends and I am Membership Secretary. The work of the Friends has continued since the reprieve of the line in 1989, and I am very proud to be a volunteer and to help in any way I can.

### **From the FoSCL Sales Department The new Pete Shaw S&C 2012 Calendar**

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visit our shops on Settle and  
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with this magazine.**

## The Day I Joined Up By Pete Shaw

Standing by the side of the branch line at Coupland Beck, between Appleby and Warcop, was very peaceful on 21st November 1981. I had gone by train to Appleby and then cycled out into the countryside to photograph celebrity Class 40 diesel loco 40106, which was scheduled to appear later on, as part of the Kings Cross – Appleby – Warcop – Carlisle railtour named the “Warcop Warrior”.

I had resisted the hectoring by PW for quite some months, but finally succumbed that afternoon beside the Warcop branch, handed over my £2, and joined FoSCLA.

After serving my apprenticeship as an innocent observer for a while, I became enmeshed in the campaigning to save the line from closure, was elected onto the committee, became Secretary, then was honoured to be appointed a Vice President.



After eating my picnic and watching the cows watching me, I espied another chap with a camera around his neck. The ambling gait and longish locks told me that I was due for another lecture by rail enthusiast Peter Walton from nearby Brough Sowerby!

I regularly encountered Peter in the late 1970s and early 1980s, and always enjoyed railway conversations with him. But latterly his main topic had been the likelihood of British Rail trying to close the S&C. He and others had recently formed a campaign group called the ‘Friends of the Settle-Carlisle Line Association’ and he kept telling me that I should join. Like many people at that time, I was sceptical; thinking that if B.R. and the Government wanted to close it, what could anybody hope to achieve by opposing them?

***Class 40 loco 40106 on the London Kings Cross to Warcop charter ‘The Warcop Warrior’ at Coupland Beck. This location is on the currently disused section of the Appleby - Warcop branch. The date is November 21st 1981 - the day that Pete Shaw joined FoSCL.***

***Photo: Pete Shaw***



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## Dent in the 1950s Part 4 by Rodney Hampson

**B**onnyface: And then there was 'Bonnyface'. I go with the general suggestion that it received its name from platelayers who were glad to see its bonny face as it returned from Hawes to Skipton at 1625, signalling the approach of the time for finishing work. It left Bradford Forster Square about 13.00: three non-corridor coaches pulled by a Class 2 tank engine, called at all stations, including Dent at 15.00, and went down the branch from Garsdale to Hawes. It returned at 1625, all stations to Skipton, calling at Dent at 1647.

The three-coach set was unusual. The end coaches had guards vans, and third (second by then?) class compartments, but the centre coach provided for long distance passengers' requirements by having first class compartments and toilets in the middle, accessible to both first and third class compartments adjoining. Two elderly ladies from Bradford who had a holiday cottage at Dent, regularly used this train. They brought a cat in a basket, and were punctilious about paying the proper fee.

Unlike the Carlisle-Hellifield trains, hauled by mighty Class 7P Clan engines, a modest Class 2MT tank engine brought the same number of coaches up the Long Drag to Hawes. Bonnyface was a lifeline for railway staff and their families. Staff wives had a free once-a-week market pass to Settle, but that journey took a whole morning or afternoon from Ribbleshead, Dent or Garsdale. The same pass also covered Hawes, and Bonnyface gave an hour in Hawes in mid-afternoon, enough for focussed shopping. In fact, Dent wives rarely used their 'Market Free Passes' because of the toil up the Station Hill. Ribbles buses ran from Lea Gate to Sedburgh twice a week, out on Wednesday and Saturday mornings, back in the afternoons, the Saturday bus allowing enough time to go on to Kendal and back.

The nine trains did bring passengers, the 'one-a-train' average including unruly parties of school-children for Dent Youth Hostel, and the 'crowds' for Appleby Sports and Dent, about 25 on and 25 off for each event, a fortnight's passengers!. The less agile passengers used the portable steps

kept on the low platforms, not raised until 1998. They came and went from Dent station via the horrendous Station Hill, on foot, bicycle, private car or taxi. Dent village had three taxis, John Haygarth (also shoe mender), Ernie Parrington and Bob Burrows.

**Freight Trains:** So much for passenger trains, ten expresses, nine local trains, leaves eighty freight trains through Dent each day, from Class C fully fitted, running at near express speeds, to the lowly 'pick-ups' which served lineside stations. One 'named' train, named by signalmen, was the 'Jubilee', from Burton-on-Trent, taking the beer to Scotland every day, said to be so-named because it first ran in one of Queen Victoria's Jubilee years, 1887 or 1897. My favourite recollection is of a freight train hauled by a Class 5F 'crab' approaching Dent on the down line, its smoke box flanked by its hunched cylinders as it thrust itself forward, a great impression of power. A new working south in my time was train-loads of hoppers holding ginger-coloured iron ore, referred to by the signalmen as 'monkey-muck'!

'Limey' was the down freight which served the lime works along the lineside from Settle to Ribbleshead.. There were two 'pick-ups', Carlisle and Hawes. The Carlisle pick-up could serve Dent, but rarely had any traffic to put off, and the Hawes pick-up was Dent's normal freight service. It ran daily from Hellifield to Hawes, timed to go down the Hawes branch before Bonnyface, and return after Bonnyface. The pick-up engine was turned at Garsdale on the down trip.

**Dent Station Signal Box:** Dent Station Box stood on the down side of the line, south of the station. It had about twenty levers. It controlled eight signals: down distant, home and starter, up outer distant, inner distant, home and starter, and one dwarf shunting signal, out of the down siding. Dent box had points for an up siding, two outlets from a down siding, and a trailing crossover between the up and down lines with a slip into the cattle dock.

The two outlets from the down siding allowed goods wagons to be detached from a down freight and run round to be propelled into the dock. Detachment to the dock from an up train was simply through

the crossover and slip.

Apart from wagons intended for Dent, there were occasional 'hot boxes' to put off: wagons with overheated axle boxes noticed by a preceding signal box, and detached for attention by the carriage and wagon fitter from Skipton. This was at a time when many of the old 'Private Owner' wooden coal wagons with grease-box axles were still in use. If the damage to a loaded wagon was beyond repair, I'd have to find a platelayer willing to tranship the ten tons of coal over the end of the damaged wagon into another wagon. I think the going rate was eight hours at overtime rate. Emptied, the C&W fitter would patch up the axle box for the wagon to go to Skipton for new wheels.

I recall one special problem: trains of loaded hoppers went south, loaded with iron ore. One was stopped with a hot axlebox, and the difficulty in trans-shipping the load was in the height of the hopper end and the sloping sides. More overtime solved the problem, but it took some days to release the hopper. That would certainly have 'oil-boxes' if not Timken bearings, but it still ran hot.

Dent Station Box was manned from 06.00 Monday to 06.00 Sunday, switched out during Sundays. There were three regular signalmen, working early, late and night shifts in turn. In the days of 48-hour weeks, they covered all except holidays, but the 44-hour week had been introduced after the 1939 war. This involved 'rest day' working: each man working alternate five-day (40 hours) and six-day (48 hour) weeks, with a 'rest day' in the five day week.

In theory, this could have given long weekends, but the rest day shifts had to be covered by rest day relief signalmen, who covered eleven rest days every fortnight, and so there was a complicated rota - I don't think that rest days were taken on nights, another complication. The rest day relief signalmen were in addition to general relief signalmen, who covered vacancies, sickness and leave. All were under the supervision of the District Traffic Inspector at Skipton.

When I went to Dent, the three regular signalmen at the Station box were Bill Bannister, Jack Sedgwick and Freddie

Wright. Bill had served as a regular soldier in Germany after the 1914 war, and returned to civilian life as a porter at Leeds. I don't think he volunteered to move to Dent; the Midland Railway had a practice of moving staff to wherever there were vacancies, with the option of giving up what was regarded as a 'good job'. I recall goods guard Phipps, who had a most pronounced 'Glorstershire' accent, who'd been unceremoniously transferred from his native Defford to Skipton pre-war. Bill came to Dent, bringing with him knowledge of crystal-set radio, previously unknown in Cowgill. He married Nellie, daughter of Bill Bayne, and they lived in part of Stonehouse, at the foot of Artengill. Their son, Brian, became a lighthouse keeper, then retired to Stonehouse and made walking sticks. Their daughter became Youth Hostel Warden at Hawes.

Bill came to work up Artengill and the footpath to Jacob's Cabin, and his mate could rely on seeing Bill hove into sight at ten to the hour before their change of shift. He was a very good signalman, clear about all the rules and regulations, though a little gruff, not suffering fools gladly. His stock reply to Control's anxious inquiry about the weather was 'Blowing and drifting, blowing and drifting', delivered with a pronounced sniff! There was a tradition of cleanliness in the box, and Bill, senior man, had his methods of rebuking oversights.

Second in seniority - Bill's slippers were nearest to the Nelson stove - was Jack Sedgwick. As one would expect with the surname of Sedgwick, Jack was a native of Cowgill for many generations. His father (Len?) farmed Spice Gill and Jack himself had a smaller farm nearby, perhaps Sikeland. Jack too, was a good, thoroughly experienced signalman, a great source of information.

Third was Freddie Wright, who lived at Gate, halfway between Dent village and Sedbergh. Freddie was a quiet man, very reliable. Captain Pugh, head of Atco Motor Mowers, lived at the big house at Gate, and for a time provided Freddie with a mo-ped to test out an engine which Pughs intended to make for motorised bicycles. It was certainly tested on Dent Station hill.

There was no mains electricity supply to Dent or many other signal boxes, but low voltage electricity was used in many features of railway signalling. Originally from wet batteries, later from dry batteries, the supply was maintained by the signal and telegraph linesmen from Settle. The battery supply was of course not sufficient for permanently lit signal lights. One of the porter's duties was 'lamping': weekly visits to both signal boxes to clean, trim and fill the paraffin lamps of the signals, and paraffin oil was supplied in 45-gallon drums. Lamping had to be well done: drivers would quickly report any failure to keep clean bright lights.

The signalman could see that his nearby stop signals were lit at night, either from the actual red/green spectacles, or the small 'back-lights' of those signals not facing him. The backlight was obscured by a mechanical shutter linked to the signal arm, when the signal was off, showing the signalman that the signal had operated correctly. The arms and lights of distant signals were not in view, and their indications were repeated within the signal box. The mechanical arms opened and closed electrical contacts, and the heat from their lamps operated a pyrometer which closed a circuit, both devices repeated via a small electric current to indicators within the signal box.

The signal boxes on the Settle-Carlisle line were fitted with 'rotary block' instruments. As railway signalling developed, tic-tac telegraph instruments and bells were used for communication between boxes. The underlying principle was 'only one train on one line in one section at one time'. The rotary block system was a sophisticated system to ensure this. Without going into detail, a 'treadle' was fitted under the rail at the end of each section. Until a train had passed over and compressed the treadle, the signal controlling the entrance to the section was locked at danger.

The treadle was a covered cast-iron saucer filled with mercury, which sensed the depression of the rail above, and made electric contact to release the block instrument and signal. Occasionally, it failed, and the unofficial remedy was to get a platelayer to hit the rail with his

sledge hammer. It had been known for the platelayer to hit the cast-iron treadle by mistake, achieving release but requiring the signal fitter to replace the treadle. Track circuits were an advance on the rotary treadle. A low voltage electrical current in one rail would be short-circuited to the adjoining rail by a passing train, showing that a train was occupying the section of track and also controlling signal aspects.

Besides the block instruments, signalboxes and stations were linked by internal telephones. There were two circuits at Dent: between Skipton (later Leeds) Control and Carlisle Control, serving the boxes 'over the top', say Horton to Appleby; and a local one from Hellifield telegraph office to stations and boxes between Ribbleshead and Ais Gill. Both circuits were 'omnibus', everyone could listen in and join in - often beneficially for train working - as well as socially.

The box steps and entrance were on the south side, and at the foot of the steps were the lamp cabin, the coal bunker and the toilet shed. To the rear of the box was a long stone building, housing a platelayers' cabin, tool store and the 'canteen'. This last was provided for use during snow clearance by additional staff - the canteen attendant was to travel on the first snow-plough engine.

The only oddity in signals was the additional inner distant on the up line. It was provided after the 1947 snow, in a snow-prone cutting, on a pronounced curve. If the line ahead became clear after a driver had been checked by the original distant signal, it gave him a chance to 'open up' again rather than be bogged down by drifting snow. One 'signalling' feature which may still remain, though all the signals have gone, is the white square on the south side of the Station bridge, to enable drivers to distinguish the red down starter signal against the bridge masonry.

**Dent Head Signal Box:** Dent Head Box was a small 'standard' wooden signalbox, with about ten levers. It stood on the west side of the line, just under two miles south of Dent, and half a mile north of Blea Moor Tunnel north entrance. Like Selside and Mallerstang boxes, Dent Head



was provided to reduce the length of block sections and thus allow the passage of more trains. 'Intermediate Block' signals later served the same purpose, and a modern version of these once again increase the capacity of the Settle-Carlisle line.

Besides up and down distant, home and starter signals, Dent Head had a simple setting-back cross-over between up and down lines. In theory, though rarely in practice, a slow train could be reversed from one line to the other to allow a faster train to proceed. Of course, this procedure blocked the other line. Another occasional use was during line blockages through engineering work or accident, for single line working by pilotman. I think flat-bottomed rail was just coming in: previously, the track was made up of sixty-foot bull-head rails, replaced every twenty years on the Settle-Carlisle, but every seven years in tunnels, because of corrosion.

In my time, there were only two signalmen at Dent Head: Jim Harper and Donnie Sedgwick, and they worked alternate weeks of day and night shifts, 0900-1620 and 2200-0520, Mondays to Saturdays. These were considered to be the busiest periods; outside these times, the box was 'switched out' and the section became nearly five miles, from Blea Moor to Dent Station. Timetables took account of this reduction in line capacity. Incidentally, Blea Moor Box had no switch: if Blea Moor was closed, say on Christmas Day, the entire line was closed from Settle Junction northwards.

Jim Harper was a very steady, serious, well-read man, fond of nature. He lived at Scow, below the box, on the roadside, with his school-teacher wife and daughter. Donnie was younger and more extrovert, member of a well-known Dentedale family. He lived in a bungalow at the foot of Station Hill, with his wife Joan and her younger brother. Joan's father, Bill Stanley, had built the bungalow, and had also worked in Dent Head Box, sadly dying there on duty, before my time. Dent Head Box also later saw the death on duty of Jim Harper.

One of my duties was to visit Dent Head at least once a week, and once a month out of working hours. The idea was that I should not be expected. There were

two ways of getting from Dent Station to Dent Head: by walking along the line, or by walking down Station Hill, up the valley by road, and then up a footpath from Bridge End cottage. Achievement of management's wish for surprise visits was really impossible. One had to leave word where one was going, in case of emergency, and the signalmen's 'bush telegraph' would make sure word was passed on.

Bridge End cottage was the home of the widow of Jack Ward, a former tunnel length ganger, who had been killed in Blea Moor tunnel, leaving her with a large family to rear. She had re-married, to Harry McCrone, himself a tunnel lengthman. Whilst I was at Dent, her son Jack Ward, who had become tunnel length ganger, was also killed on the line, at the north end of Blea Moor Tunnel.

*(To be continued: in the next issue, Mr Hampson considers the lineside in his 'patch')*



***A timber lorry, having come over the Coal Road from the Rise Hill Tunnel area, having to stop to make one or two adjustments before attempting to pass under the railway at Garsdale. March 2011.***

***Photo: John Hooson***

# Reviews

*(All items available from the FoSCL webshop: [www.foscl.co.uk](http://www.foscl.co.uk) and from our shops on Settle and Appleby stations)*

## **Colin Speakman Dales Way: the complete guide Skyware, 2011 £9.99 + £2.00 p+p**

The Dales Way is a 78 mile long distance walk from Ilkley to Bowness-on-Windermere which was conceived by Colin Speakman and fellow West Riding Rambler, Tom Wilcock.

Some years ago, when I expressed an interest in walking the Dales Way, a friend gave me a copy of the second edition of this guidebook which was published in 1973. I still have the book but have never got round to completing the walk although I have walked several sections of it over the years.

The original book was a traditional-style walking guide with close-set print and a few black and white photos. This beautifully produced new edition is illustrated throughout with colour photographs and excellent strip maps of the entire route. The clarity of these maps is one of the outstanding features of the book. It would be possible to complete the walk using the maps alone but it would be a pity to miss the interesting facts and observations included in the text.

The route descriptions are clear and easy to follow. There are handy inserts containing information on the towns, villages and landmarks along the way and a useful list of accommodation, food stops and transport facilities.

The Dales Way link routes from Bradford, Harrogate and Leeds are included as well as a suggested alternative route from Cam Houses into Dentedale using the new Pennine Bridleway.

Reviewing this book has certainly reawakened my interest in walking the Dales Way and I would recommend it as an essential companion for anyone undertaking the walk.

**Stephen Way**

## **AGAINST THE GRADE - Working on the Settle-Carlisle Railway**

**Bob Swallow 2011**

**ISBN 978 1 905080 89 2**

**Great Northern Books Hardback 159 pp  
£18 plus £2.50 p+p**

This is a companion volume to WR Mitchell's acclaimed *Thunder in the Mountains* and deals with the tales of the S&C - the stories, the banter, the folklore and the legends. It provides an insight into the lives and happenings of the people who have worked on, lived by and used the line over the years since it was built, right up to the present day.

Building on the work of Bill Mitchell, Bob Swallow has captured delightfully some of the reminiscences - before it is too late. Mike Harding in his foreword rightly says it is 'a treasure trove of tales and a joy to read'. Splendidly illustrated with photographs galore - many of them previously unpublished. This is a lovely 'dip-into' book which adds a great deal to the human interest of the S&C library.

**Mark Rand**

## **Settle-Carlisle Railway Resources Handbook By Nigel Mussett**

**New for 2011, A4, about 300 computer-printed pages in plastic comb binder.  
£35 plus £5.00 postage**

This is the most comprehensive and thoroughly researched list of Settle-Carlisle 'items' imaginable! It will be a very useful reference tool for anybody trying to locate material for in-depth study.

It is assembled in section headings such as Primary Sources; Books; Postcards; Videos; Maps; TV Programmes etc. In fact, the author appears to have listed everything ever printed, recorded, manufactured or known which appertains to the S&C. Some book covers, video cases etc. are illustrated.

So, for example, if you were trying to find out more about a book written by a Mr Peter Walton and need the title, date and ISBN to ask a bookseller to find a copy for you: look up under 'Books' in section B, run through the alphabetical authors and you find Walton, Peter, 'Diesels on the

Settle-Carlisle' published by OPC in 1982, ISBN 0 86093 119 6.

A terrific piece of work and a useful reference tome.

**Pete Shaw**

### **Ribblehead Re-born By W.R. Mitchell**

**First published 1992, revised 1995, now  
available again in 2011; A5, 95 page  
softback  
£7.95 inc p+p**

This very readable book is now on sale again – in itself a testament of merit. It describes the famous 24 – arch, ¼ mile long, 104 ft high, Ribblehead viaduct; covering early plans for the railway, viaduct design, construction, life (and death) in a remote rural shanty town, long usage, deterioration and then repair. The detailed text, diagrams and photos of the repair work are very interesting and tell us that the structure is now as sound as it was in Victorian days.

**Pete Shaw**

### **The Story of the Settle-Carlisle Railway**

**Kingfisher Productions £14.95 + £1.15 p+p  
Running time 1hr 30mins**

In some respects this DVD comes as a successor to the same publisher's 'The Line that Refused to Die' double album which has been a staple S&C film for several years. Using some footage from that DVD, but with much new material, it is ideal for those who want to know more about the railway itself.

Starting with an account of the line's genesis, it covers the history of its construction, its stations, structures and personalities.

There are interviews with Bill Mitchell; FoSCL's Ruth Evans, Ian Taylor and Derek Soames (who talks about his career in the line's signalboxes); the late Alan Dugdale demonstrates the art of signal 'lamping' and talks about his early years working on the line and Nancy Edmondson describes life at Blea Moor in the early 1950s.

Perhaps most revealing of all, Ron Cotton describes in some detail his highly successful efforts to re-open eight closed stations and restore local passenger

services. And the production finishes in a very optimistic mood with passenger and freight traffic at the highest level for decades.

There are also shots of modern trains and also some interesting vintage film and still photographs. The narration is by Roger Hardingham and his script is accurate throughout (not something to take for granted in certain DVDs on the market).

**Paul A. Kampen**

### **Settle & Carlisle - Then and Now**

**PSOV £19.50 plus £1.15 p+p**

**Running time 61 mins**

Hot on the heels of Nostalgia Collection's 'S&C Past and Present' DVD comes another which juxtaposes archive and modern footage. PSOV's approach is slightly different – the first half of the film covers vintage scenes – as far as I can tell, none of these have appeared in other DVDs currently available although I stand to be corrected.

The second half gives wonderfully filmed views of steam special running in the last few years - the link being 46115 Scots Guardsman on its 'last' appearance at Carlisle in 1965 and its renaissance on the S&C in 2009. There are also views of the famous '15 Guinea Special' and, just as in many a well known photograph, one is amazed by the amount of trespassing on the railway which was taking place – and this with other, diesel, trains operating in the northbound direction!

Some people may be surprised by the vintage film of Ribblehead station, with the area now containing the sidings where logs are transferred to rail occupied by large quarry structures.

As with all PSOV productions, the footage throughout is well shot, sharp and bright. Thoroughly recommended!

**Paul A. Kampen**

## Letters to the Editor

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

### Working in Partnership

Last week I travelled the length of your railway and was so impressed by what I found.

I served on the Railway for 35 years before taking early retirement in 1996. For the period from 1993 until my retirement I was Press and Public Relations Manager for Regional Railways Central. My particular responsibility was for the Cambrian line in Mid and North Wales. There was great support for the Railway there.

However, in that area we never seemed able to forge the relationship with user groups that you seem to have forged with Northern Rail. The harmony that seemed to exist has, I am sure, aided the obvious improvements that every one can see.

The blending of volunteers and professional railway staff is clear. The care of the stations and line-side is in no small part down to cooperation.

Every station was immaculate and the trains were on time. The revenue protection was a pleasure. All too often this is poor on other rural lines.

Yes, you have aspirations to achieve. The through service to Glasgow, newer rolling stock etc. But what you have shown is what can be achieved when railway operator and support group trust each other.

Northern Rail will have known that you would support the early service in each direction. That, I am sure, was a great influence when the planning was undertaken. I wish you every success in your efforts.

On a final note I stayed at the Lion in Settle. I would have liked to see more recognition of the line at the hotel. A poster could suggest arrival by rail. After all the Hotel cannot offer car parking. I suggest the same may apply else where along the line.

Good luck. I will be back.

**Martin Watkins - by email**

### Foot Crossings

I enjoyed Stanley Hall's pithy and well-reasoned article on barrow crossings in the May 2011 edition. Such crossings should be safe if people use their common sense, but protecting the crossings with lights would certainly help to prevent tragedies such as that at Elsenham a few years ago.

What surprises me is that where such a precaution does exist, a white light is shown when it is safe for people to cross, but no light at all is shown to warn pedestrians when it is not safe to cross! Surely the risk would be reduced if a red light were displayed when it was unsafe to cross. Everyone knows that a red light means STOP, whereas a white light is rather vague in its meaning.

A saving of electricity would also be effected. On a line like the S&C, a red light showing at the approach of a train would need to be illuminated for much less time than a white light when there is no train in the vicinity.

Many of our stations involve a long trek to get from one platform to the other e.g, Garsdale and Armathwaite. Passengers would benefit from barrow crossings (protected by red lights) at such stations where, ironically, the visibility up and down the line is probably clearer than it is at Dent and Horton, where such crossings are in use.

**David Alison – by email**

### Wrong Line Working

In the May magazine you question why the newly introduced local train in 1986 is operating 'wrong line' at Lunds. My diary tells me that I was at a meeting at Preston on Tues. 15th; but on Wed. 16th, I was Pilotman Kirkby Stephen to Blea Moor for I suspect just normal heavy(ish) maintenance. This was the time when the line was closed on nights and it would be too costly to open signal boxes additionally and pay p.way men night rates and it was obviously not thought necessary to open Garsdale for SLW.



The weeks preceding the re-introduction of the local services were a busy time ensuring stations were fit for purpose with basic shelters (where possible), basic poster boards, signing, lighting (a single post on one platform with one lamp angled on to that platform and another lamp angled on to the opposite platform), rubbish and obstructions removed and cleaned as much as possible etc., etc. My 'patch', as Traffic Manager, Penrith, at that time was north of Denthead and along with Paul Holden, the Leading Railman at Appleby, we spent a lot of time fixing, cleaning and promoting the new service.

When I tried to open up the waiting room on the Up side at Armathwaite nobody knew where the key was (after 16 years) so I had to use a crow bar to get in and not only were the windows still intact, but the original platform oil lights were stored there. Unfortunately when I

returned a couple of days later the lights had disappeared. I well remember the late Peter Walton negotiating to have the garden shed (which he purchased) sited on Kirkby Stephen Down platform which acted as the shelter for a few years. I also remember Ron Cotton negotiating with the owner of Dent station buildings for passengers to cross his land and bridge across the beck to gain access to the platforms.

When the DalesRail service ran on certain weekends, prior to the introduction of the regular service, and it was dark I lit the Down platforms at Langwathby, Lazonby and Armathwaite with gas lamps transported in the back of my BR Bedford HA van - what a way to spend a Saturday night.

Just a small snapshot of some of the unseen work that went into the new service.

**Ken Harper – by email**

## You can stay at Kirkby Stephen Station!

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**[www.imagerail.com](http://www.imagerail.com)** (and click on the image of Kirkby Stephen Station)

## Marjorie Richardson – Member No 1

Regarding the sad news about the death of Marjorie Richardson. I remember her occasionally coming to Earby station booking office to collect her father's wages in the period 1949 – 52. Her Mum usually came as well. Her Dad was one of three disabled crossing-keepers who manned Earby crossing, jobs which the L.M.S. offered to disabled staff.

Marjorie wrote to me on 19th March 1987 mentioning travelling with me from Dent to Garsdale in 1952 when I was Stationmaster at Dent:

*"I still travel several times each summer up the Settle-Carlisle line. We hope that it WILL BE SAVED. A small cost, to the huge amount of money wasted. I've just heard on Radio Lancashire road accidents cost Lancs. C.C. over £70 m last year. The powers that be ought to make more use of railways – surely, to save lives and people maimed for life is the greatest necessity. Folks don't realise the high cost of the roads and road accidents, they think only of how much the*

*poor railways cost. Yet, one-man buses don't pay."*

Marjorie lived to be rewarded by the great transformation in the fortunes of the S&C, all stemming from the doughty enthusiasts of the 1980s. I look forward to re-reading the memories of her father.

## Rodney Hampson – Keele, Staffs

### Walking in the Dales

Thanks to Ruth Evans for suggesting extended walks with a break of journey at a Dales B.&B. How well I recall two members who ran B.&Bs. and advertised in these pages. A good circular walk would be Garsdale-Kirkby Stephen via Mallerstang, Kirkby-Ravenstonedale - Sedbergh, then via Baugh Fell to Garsdale. A good night's sleep would surely follow such an effort. I hope local businesses might benefit too, especially away from the main tourist season

## Graham Lund - Girvan

***Below: Escape from the S&C!  
John and Tracey Johnson at the 40s  
weekend at Leyburn, 31st July.***



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Back Cover: Seen at the Armathwaite station on 14th July.

Above: John and Tracey Johnson.

Below: Ruth Annison and Peter Whitehead with the SCENe leaflet.

Photos: Pete Shaw



