

SETTLE - CARLISLE RAILWAY
JOURNAL

Quarterly Magazine
February 2021
No 163

Price £2.50



Inspecting the works!

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

President: The Right Hon. Michael Portillo.

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

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

Committee:

Edward Album (Legal Officer) edward.album@settle-carlisle.com

John Carey (Walks Co-ordinator & Integrated Transport Representative) john.carey@settle-carlisle.com

Allison Cosgrove (Vice Chair) allison.cosgrove@settle-carlisle.com

Joanne Crompton (Assistant Treasurer) joanne.crompton@settle-carlisle.com *

John Ingham (Treasurer) treasurer@settle-carlisle.com

Paul Kampen (Secretary & Editor) secretary@settle-carlisle.com

Ruth Evans (Volunteers Co-ordinator & Events Organiser) ruth.evans@settle-carlisle.com

Roger Hardingham (Trading Manager) roger.hardingham@settle-carlisle.com

Paul Levet (Train Service Development) paul.levet@settle-carlisle.com

Rod Metcalfe (On-train Guide Co-ordinator & Technology Adviser) rod.metcalfe@settle-carlisle.com

Richard Morris (Webmaster) webmaster@settle-carlisle.com *

Pete Myers pete.myers@settle-carlisle.com

Martin Pearson martin.pearson@settle-carlisle.com

Pat Rand (Customer Relations Manager) pat.rand@settle-carlisle.com *

* *Indicates member co-opted after the 2020 AGM in accordance with the FoSCL constitution.*

Postal Addresses:

Secretarial Enquiries, Hard Copy for the Magazine and General Postal Enquiries:

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

Facebook @FriendsSettleCarlisle

Twitter @foscl

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

Telephone Enquiries about **FoSCL Matters Only** may be made to: Paul Kampen (07803 713636) or for **Membership/FoSCL Dalescards** 017683 53200 (answerphone).

Other FoSCL Contacts:

Media Enquiries: Mark.Rand@settle-carlisle.com

Trading Enquiries including Settle and Appleby shops: tradingmanager@settle-carlisle.com

FoSCL website: www.foscl.org.uk **Data Protection Officer** John Barrow: DPO@settle-carlisle.com

Membership/FoSCL Dalescards: membership@settle-carlisle.com

Ian Ambrose (**Health and Safety Officer**) ian.Ambrose@settle-carlisle.com

Joy Smith (**Schools Liaison Co-ordinator**): joy-smith@blueyonder.co.uk

Nigel Mussett (**Historian**): nigelmussett@Gmail.com

Other Useful Contacts: Settle-Carlisle **Website:** www.settle-carlisle.co.uk

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

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

NEXT MAGAZINE: Copy date for the June 2021 magazine will be Saturday 22nd May.

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

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

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

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

Cover Picture: Ribbleshead at night before lockdown. A walker surveys the preparations for the work to refurbish Ribbleshead Viaduct which commenced the next day. 30th November 2020.

Photo: Pete Collins/Diamond Skies - <http://diamond-skies.co.uk>

Chairman's Report

FoSCL Chairman **Paul Brown** writes:

Dear Members

I hope you have made the most of the Christmas and the Old Years night period. For some, 2020 will be the year to forget, for others a time to reflect and remember loved ones who have passed away during this dreadful pandemic. It has pressed people both mentally and financially to extreme limits and we're still not out of danger yet. The comforting thought is we're not alone in this world-wide struggle, we are all in this together. This country's NHS has worked tirelessly during these extreme conditions and continues to give its absolute commitment to caring and treating people to the best of its capability.

I'd like to take this opportunity to personally thank all those members who have continued to support our work during this period and also those who have contributed to our Dent Station appeal fund. We've had a very good response so far but we still have some way to go before we reach our target. I draw your attention to an article from our Committee member, Martin Pearson, who is helping with the appeal.

2021 AGM: Looking forward to 2021, the Friends Committee have taken a bold, but I believe wise decision, to hold this year's AGM on time in May (in fact 22nd May) and also by another virtual ZOOM on-line session. I, like the committee, much prefer to hold an actual meeting with our members but given the prolonged Covid19 conditions it's been difficult to forecast what position we'll be in and where the vaccination rollouts will be. Given the time constraints and in order to allow sufficient notice for such a meeting in accordance with the rules of the constitution we decided to err on the side of caution. After the conduct of formal business, we'll have a guest speaker to look forward to so please have a look at your AGM notice within your magazine and book the date.

Community Rail: Following on from the last magazine regarding matters related to our application for Community Rail Partnership, I draw your attention to an article on page 14 by Edward Album, our Committee member and legal adviser, about the various S&C organisations and the appointment of Community Rail partners. We have gained huge support and recognition from internal officers, transport groups, local town and parish councils and local MP's across various constituencies. We are extremely grateful to all who have given that support and recognise that The Friends of Settle – Carlisle Line are the main community representatives of the line. We are happy to operate together with the Settle-Carlisle Development Company. Our business is to represent the line and its services as well as the communities. To that end we will engage with transport user groups, town and parish councils that rely on and support local economies. We will continue to concentrate on timetabling matters and service quality at the present and into the future but also look at the past, collating and recording the history. This includes talks and walks around the local areas. Importantly we will maintain our commitments to serve the line.

Volunteers: To enable The Friends to finance our activities we depend on our volunteer workforce, to run our shops and future cafés, our walks, station adoption schemes and gardens, on train guides, workshop and our visitor centre signal boxes at both Armthwaite and Settle. There is also leaflet production and distribution. Do not forget, please, the committee role and functions, which is not only a once a month meeting but is often dealing with work, representing the Friends within other forums, and liaising with district, local and parish councils, transport user groups, other committees etc. When you actually step back and look at how much time is given by all our volunteers it's absolutely astonishing and a great credit to all.

Appointment of Treasurer: I'm very pleased to report we have had a good response to our advertised vacancy for the position of Treasurer of the Friends when John Ingham leaves us at the next AGM. We have had a most impressive response from Joanne Crompton who has been temporarily co-opted on to the Committee. She is from Darwen, Lancashire, works as a self-employed accountant and is very passionate about heritage. She's also somewhat active to say the least in various other roles both professionally and in a voluntary capacity: she fires steam locomotives on the East Lancs and Llangollen railways and is treasurer of the Bury Standard 4 group. She has been welcomed unanimously by the committee who will propose her as the next Treasurer and, if approved by our members, we are very much looking forward to working alongside her.

After 34 years of dedicated service, Station adopter and gardener at Horton-in-Ribblesdale station, David Moss, has decided to retire. David, alongside his wife Brenda, have both been longstanding active members of the Friends. Brenda has hosted Ribblehead walks and historical talks but is more active these days in the Station Shop at Settle. I'm sure Horton hasn't seen the last of David somehow. Hopefully, after lockdown restriction, he'll be visiting from time to time just to appreciate the fantastic work he's contributed and to keep in touch with the good team who continue to maintain the high standards of David's efforts.

The timetable and service quality group have been busy recently. The group have been putting together some suggestions: from monitoring essential commuter and school patterns with a view to recommending to Northern the services which are important to our communities and to keep the ones for those who need to travel to work by public transport. Members of this group also represent the Friends by attending local parish and town council meetings and transport user groups and meetings. The details are then deliberated before being presented as a summary to the Friends committee for approval. This helps to cut down on the overwhelming detail and time in committee meetings. The conclusion and approval of the committee then allows the members of the group to represent the Friends at Northern timetable formal meetings. As I write this report the train services have been reduced back by 50%. Once the current lockdown is rescinded the services will be back up to full strength again.

I'm pleased to report the reasonable recovery of committee member Martin Pearson, Martin is now back with us attending committee meetings which he's missed. Also wishing a speedy recovery to our head gardening co-ordinator Dave Freer, who recently has had a knee replacement. The operation was successful and Dave is now recuperating comfortably.

Let's hope and pray that the Covid19 pandemic is coming to an end sooner rather than later and lets sincerely hope for a safer way of life during mid-2021 onwards. In the meantime, please remain safe everyone.

Paul Brown - Chairman, Friends of the Settle-Carlisle Line



Ruswarp stands sentinel at Garsdale during the recent severe weather.

Photo: Roger Templeman

Editorial

In the light of uncertainty caused by the continuing COVID-19 crisis, on Friday January 8th the committee took the decision to hold the 2021 AGM by Zoom. This decision was not taken lightly but we were mindful of the need to give the membership the required amount of notice and also to restore the AGM to its normal timescale of April/May. At the date of the decision it was not clear whether public gatherings would be allowed again by the end of May and, if they were, whether people would have the confidence to travel to Carlisle for an AGM. The decision was needed in January in order to notify the membership in good time. We hope to have a face-to-face AGM in Carlisle for 2022 and to possibly hold social meetings for the membership in the not-too-distant future. I can hear some members now asking “then why call for nominations by January 7th? – that’s crazy!” The fact is that the constitution specifies January 7th each year as the closing date for nominations. John Ingham stands down as Treasurer at the AGM and we have been very fortunate to have a nomination for Joanne Crompton to take on this key position – Joanne introduces herself on page 6. Otherwise no new nominations have been received so the election is ‘uncontested’ and the same experienced team will take FoSCL through 2021 and into 2022. And could you please note, due to the AGM timing, the magazine which would normally appear in May will now be distributed in early June.

Members will also see one or two changes in the agenda: one has been led by the membership, many of whom have commented that it was ridiculous to be asked to approve minutes of meetings which took place a year previously and at which many were not present anyway. There is also no longer a vote to approve auditors as a change in the law means that the books no longer need auditing.

This year the AGM document is included as a ‘pull-out’ centre section of the magazine which greatly reduces our postage costs. These and other changes are made in the spirit of bringing FoSCL’s procedures up-to-date for the 21st century and also in the light of a national emergency which will change the world around us for good. Let us make no mistake: the ‘new normal’ is going to mean a very different world and FoSCL must be geared up for its challenges.

Paul A. Kampen - secretary@settle-carlisle.com



FRIENDS OF THE SETTLE – CARLISLE LINE

Annual General Meeting by Zoom e-Conference

Saturday 22nd May 2021 - 10.30 hrs

The Annual General Meeting of the Friends will be held on Saturday 22nd May 2021 by Zoom.

Members wishing to register for the AGM should contact the Secretary:
secretary@settle-carlisle.com

Zoom invitations and joining instructions for members who wish to take part by telephone will be issued in the w/b May 17th

Formal business will commence at 10.30 hrs.

Please see the centre ‘pull-out section of this magazine for the agenda and further details

Membership and FoSCL Dales Railcard

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

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

Please do not post membership renewals to the sales PO Box at Settle.

You can pay for your membership online at:

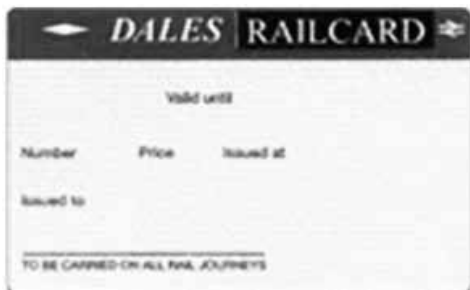
www.foscl.org.uk and click on Shop

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

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

Please quote your membership no as the reference.

FoSCL Dales Railcards should be purchased online at: www.foscl.org.uk and click on shop



Please note that, with the current COVID-19 restrictions, the cards can only be used for essential travel.

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

Alternatively, you can pay by cheque by writing to the membership office providing

your name and membership number. The current cost is £12.50 per person. Railcards will now be issued through the booking office at Appleby.

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

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

FoSCL has accordingly reflected these changes in its Privacy Policy.

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

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

FoSCL Notes

Deceased Members

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

Mrs Olive Airey
Ms Yvonne Demaine
Mr Rodney Hampson (Stationmaster at Dent 1952 to 1955)

Mr Alan Inder
Mrs Marsh
Mr Peter North
Mrs Marian Sampson
Mr R I Snape
Mr Martin Smith
Mr Chris Wilcock (FoSCL Treasurer 2006 - 2008)

Trading Report

Could all members please note that, due to the COVID-19 restrictions currently in force, our shops on Settle and Appleby stations are closed until further notice.

Thanks go to all those who ordered items from the Gift Guide contained in the August and November 2020 issues and from our webshop. There was a significant increase in the receipts from both of these outlets which went a long way to make up for the fact that our shops have had to be kept closed in the current national emergency. We were lucky that, during the time that Settle was in Tier 2 of the covid restrictions, we were able to have local volunteers working in three settings - the otherwise closed Settle shop and the workshop and mezzanine areas of Unit 8a. This meant that we could keep people properly socially distanced and provided with hand sanitizer, surface wipes etc., - and of course they were suitably masked and/or visored.

Since Christmas and with the increased lockdown restrictions we are now extremely limited in our response to orders with just one local volunteer effectively working from home. A very special thank you goes to all of these volunteers.

Please continue to order goods from the webshop which can be found at: www.foscl.org.uk/shop but please bear with us if we take far longer than usual to process orders.

New lines will be added to our catalogue over the year and you will find a new DVD reviewed on page 33.

Paul A. Kampen - FoSCL Secretary

Our AGM Speaker - Stewart Palmer



I joined British Railways (as it was then) in 1972 as a graduate entrant to their management training scheme. I spent almost 38 years in the industry working all over England, mostly in operations. I nearly got to both Scotland and Wales, working at Carlisle and Gloucester in the 1980s.

I was Operations Manager at Carlisle from 1982 to 1984 and was therefore in post at the time of the proposed closure of the Settle and Carlisle, or "The Midland" as local railway people called it.

In the privatised railway I worked for Railtrack, Connex and South West Trains, retiring as Managing Director of SWT in 2009. Since then I have been involved as an adviser to DfT and Network Rail and have served a spell as a Director of Railfuture, the independent rail lobby group.



Joanne Crompton

Our nominee for the post of FoSCL Treasurer introduces herself:

My name is Joanne Crompton, I am a wife, a mother, an accountant, and a volunteer Steam Locomotive Fireman. I am also the Treasurer for the Bury Standard 4 Group. I have a passion for railways, for heritage, for volunteering, and for numbers. My first experience of the S&C was in 2015, travelling Northbound on the footplate of a 5XP, with Gordon Hodgson driving, I fell in love with the whole line right there and then, the line's importance to me as a mainline railway to its surrounding townships and businesses was great and I felt that the line's heritage must be preserved. Not long after that trip I became a member of the FoSCL.

When the role of Treasurer for the FoSCL came up, I knew I just had to apply, it ticked all the boxes for me, I knew that I had so much to give, this was an exciting opportunity not to be missed. It would be such a privilege for me to be part of the

Committee as Treasurer and by using my skills as an accountant I would play a part in helping to take the FoSCL and the S&C into its future.

Volunteering Opportunity

Do you enjoy woodwork activities and being creative, constructing, renovating or refurbishing?

Do you have good woodwork machinery and fitting skills?

About Us at Midland Railway Company Ltd – Settle Station

We are a wholly-owned subsidiary company of The Friends of Settle – Carlisle Line. We have a workshop adjacent to the railway station at Settle where there is a small group of volunteers who construct, paint and fit new doors, window panels and frames, barge boards, station fences and gates to stations buildings, structures and signal boxes along the Settle to Carlisle line.

Our aim is to have great fun, but also to try to develop, refurbish, renovate and rebuild the heritage structures and period fittings on the Settle-Carlisle Line.

The skills we're looking for in you:

Someone who is skilled at working our woodwork machinery: -

Sedgwick Tesh Single Ended Tenoner,
Sedgwick SM Spindle Moulder including tooling,
Sedgwick Mortice Machine,
SCM Mini Max Panel saw with sliding table
Makita Compound Mitre Chop Saw
Charnwood 3hp Dust extractor

All the above machines are linked to a dust extractor.

Power tools include, portable battery drills and drill bits, Routers, Belt Sander, Orbital Sander, Portable Air Compressor, Sash Cramps and G Cramps.

If you would like to offer your skills to help improve and renovate one of the finest railway lines in the UK please get in touch with Paul Brown at: chairman@settle-carlisle.com

We can offer familiarisation days on all the machinery with our retired master joiner.

We cannot offer employment or payment but reimbursement of travel costs when working away from Settle is considered, wherever possible for us.

Paul Brown - for the Midland Railway Company Ltd



Left and Left below: The workshop with various tools in situ

Below: Door frame and door, constructed in the workshop and waiting for installation.

Photos: Paul Brown



Please Do Everything Online!



This is a cheque, we all remember them well! Unfortunately, it's proving increasingly difficult for us to handle them. While we are of course delighted to receive membership renewals, donations and mail orders for shop items, there is a better way which is easier and cheaper for both us and yourselves.

Reasons why cheques are proving difficult:

1. One by one, places where you can pay them in are closing, banks and post offices, which means that our volunteers are having to travel further, often on foot, to pay them in.
2. They often have to wait outside in a queue before they can get in to the bank or post office to pay them in.
3. The bank charges us £1.50 per cheque, that's quite a chunk out of a membership subscription.
4. The Appleby office is closed again during lockdown. Any post received there, that's membership applications and renewals, or Dales Railcard orders, can only occasionally be collected.
5. Any post sent to PO Box 106 at Settle can only be collected before 9 am! With the virus now rampant everywhere, it's likely that our volunteers would think twice before going to the sorting office anyway.
6. Postage is now expensive, you can save yourself the cost of a stamp and the inconvenience of posting a letter by using the alternative which we offer.

A better way: If you are able to, visit the FoSCL online shop at <https://shop.foscl.org.uk/>.

Here you can do everything: renew your membership, order a Dales Railcard, make

a donation or order shop items, although we've currently no idea when we shall be allowed to dispatch shop items.

The membership system is continuing to operate as normal for online renewals and applications, the computer is in a COVID-secure location, and of course we are delighted to receive donations online, particularly as Dent Station is now up and running and we still have the everyday costs although you cannot stay there during lockdown.

If you don't have internet access then we shall still of course be happy to receive cheques, it's just that because of the reasons cited above it will take some time for them to be processed. But if you can, please do it all online! Thank you.

Richard Morris
FoSCL Webmaster



Dent Station Appeal

I am writing a follow-up message regarding our Dent Station Appeal. This comes after the Appeal launched in October last year. So far this Appeal has been very well supported by individual FoSCL members and all are thanked for their contributions.

Some background information about Dent Station may be of interest.

Dent Station: Dent Station is an iconic grade II Listed Building. At 1150 feet above sea level it is the highest railway building in England. It is only 18 feet lower than the Ais Gill summit. Anyone who remembers the winters of 1947 and 1963 has stories to tell about Dent.

Dent Station was opened to the public on 6 August 1877. At its peak 90 trains a day

BR initially stopped using Dent Station in 1970 and after that the main building was rented out to Barden High School, Burnley. This was a small boys comprehensive (11-16), which used the Station building as an activities centre that could take up to 15 people. Activities included pot holing, caving, map reading and geology. The up side shelter and the Snow Huts on the down platform were also rented out.

The main station was sold by BR to Neil Ambrose in 1985. It reopened to trains in 1986. When I went to see the late Ron Cotton about my book (*The Settle-Carlisle Railway 1850-1990 The Building and Saving of a Great Railway; A line of Critical Decisions*) Ron clearly remembered his visit to Dent to meet Neil Ambrose, and showing him the boundaries. In 2006 Robin Hughes, a Chartered Surveyor purchased the property, and after restoration sold it to FoSCL in September 2020.



Under the 35 year stewardship of Ian and Robin, the main building has been transformed into superb holiday accommodation. They both invested time and money in their project.

By 2010 Dent Station had won two

prestigious awards. Firstly a National Railway Heritage Award and in 2008 the RICS Tourism and Leisure Award.

A Big Purse: Sometimes it is necessary for someone with deep pockets to take over. We all know that buildings like Dent require significant maintenance and for me I think it improbable (when our economy is facing its biggest problems for 300 years) that a private owner would have pockets deep enough to do what is quite essential work.. Thank to the generosity of our members in terms of legacies FoSCL is one organisation that has been able to do this.

Voluntary Effort: FoSCL has always had individuals who go the extra mile, starting in the days in the 1980's when closure was a serious prospect. At the end of our campaign we were asked by the then Transport Minister, Michael Portillo, whom we are very pleased to have as our President, to honour our promise to safeguard and promote the line. We believe we have certainly done this.

We can now add a new name to the individuals who have helped. This is FoSCL Walks Leader, Integrated Transport Guru, and Committee Member John Carey (helped by other Committee Members and his wife Kish) who has spent hours and hours since we bought the Station in September in arranging necessary works and improvements. John regularly keeps the Committee fully informed and his contribution has been outstanding..

For those who have not already done so we ask you to please support the present work of restoration by FoSCL, by responding to the Appeal as generously as you can.

If you wish to donate online you may do so at the FoSCL webshop: <https://shop.foscl.org.uk/> Cheques or postal orders must be made payable to 'FoSCL' and sent to: Dent Station Appeal, 74 Springfield Road, Baildon, Shipley, West Yorkshire BD17 5LX.

N.B. Please do not make cheques payable to 'Dent station appeal' or send them to the Sales PO Box at Settle.

**Martin Pearson
FoSCL Committee Member**

Dent Station - The First 100 days

It would have been hard to imagine a year ago that FoSCL would now be the proud owners of a unique Grade II heritage railway station, the highest mainline station in England and indeed one of the most iconic buildings on the line. However, on 4th September 2020 it happened! This has understandably generated considerable enthusiasm from within our membership as evidenced in the generous donations to the appeal to replenish our funds, more on which is elsewhere in the magazine. We must also remember the benefactors whose legacies have contributed to the purchase cost and, in particular, our much missed colleague Dr John Disney. I am sure that John could have never conceived that he would leave such a fitting memorial - a place he loved dearly and visited many times.

As many will know the substantial initial restoration had been undertaken by Robin Hughes over the course of his 15 year ownership to create the refurbished station building we see today. Prior to that it had been let by British Rail to an outdoor centre and then sold as a private residence during which time the ongoing maintenance became too much of a challenge. Robin was happy that we were suitable custodians to maintain his vision of restoration which is something we fully intend to do.

Anyway, once the dust had settled we had to quickly come to terms with our acquisition and all in the midst of the Covid pandemic. The mantle fell to myself having recently retired from nearly 40 years as a Chartered Loss Adjuster and surveyor, circumstances having put a stop to any world-wide travel plans, ably assisted by my long suffering wife and reluctant railway enthusiast, Kish Carey. We set about organising the various updating works necessary in order that we could ultimately let as holiday accommodation. This would be necessary to provide the future income for the not inconsiderable maintenance costs.

We made the early decision that we would seek local tradesmen wherever possible to reinforce our links to the

local community. Indeed, we were able to source nearly everything we needed from the Dentdale and Sedbergh locality, the linen coming from a supplier in Kirkby Stephen, the farthest distant. We were provided with local recommendations as to suitable tradesman and suppliers all being eager to help and they have provided excellent service without exception.

However, we regard this as very much the first phase of the work which has so far entailed replacement of the electrical distribution and fire detection to bring up to current safety standards, plasterwork and decoration, principally in the former waiting room, plumbing and boiler repairs. The decoration was compounded by the ceiling height of 4 metres, quite a bit higher than a normal house and fortunately this was undertaken by a local decorator the arduous task of wallpaper stripping being undertaken by our own volunteers, Marion and John Armstrong and Chris Twigg. The original waiting room bench seat was expertly finished to Midland colours by Cliff Johnson, another volunteer, and is indeed the highlight of the room. Overall, the results are impressive. We have also engaged a chimney sweep and installed a coal bunker, carpet cleaning and replaced fire protection equipment.



Many of the odd jobs we could do ourselves including deep cleaning, sourcing spare parts for the Rayburn range and re-upholstery, drain clearing, manufacturing net curtains, fabric repairs, replacement of electrical appliances, window cleaning and setting up utility accounts to mention just a few tasks. The list goes on.

Meanwhile, all of the linen has been replaced to hotel standards and we have established a new website and booking system. We are most grateful to Robin Hughes who has assisted us considerably at all stages. By early December 2020 we were able to take bookings and welcome our first paying guests. All went without a hitch, a courtesy call to the guests revealing that they were 'blown away' by the property and location and would be back. However, as you probably will have guessed, our relief did not last for long as the further period of lock-down swiftly intervened and we had to shut down having only just started. Inevitably this will have caused disappointment to the intending guests but a necessary measure in the current situation with the wellbeing of the nation being a priority. We will reopen and welcome guests as soon as it is safe and permitted to do so.

So what of the future? Dent Station being located where it is at 1150ft above sea

level takes the full brunt of the weather coming down Dentdale and will present a never ending schedule of maintenance works – a fact which we fully appreciated from the start. Indeed, as part of our due diligence process we had commissioned a detailed report from a surveyor expert in heritage buildings and this was laden with words of caution. It was certainly not a task for the average lay person but we are fortunate to have members with the required knowledge and expertise to be able to overcome most challenges we might encounter plus a number of willing volunteers.

Our initial intention is to have a maintenance period in September/October 2021 during which time we will look towards repointing the west elevation in traditional lime mortar and replacing the large waiting room window in a traditional Midland style. This will give the opportunity to gain income through the summer months and should still be within the weather 'window' available for lime pointing – not too hot and not too cold. We will necessarily have to work with the listed building officer to address heritage concerns but we fully intend to continue the preservation ethos.

Further pointing work and window replacement will follow over the next three



years and will hopefully address some of the immediate problems and the effects of the extreme weather. We will also start a programme of internal redecoration and seek to replace outdated heating plant with a modern more efficient equivalent

the Covid situation permits. Above all please remember that this is your building as members of the Friends of the Settle Carlisle Line and something of which you should be justifiably proud!



In addition we recognise the fact that our members will wish to inspect their acquisition at close quarters and we fully intend to hold open days in between the holiday lets for this purpose as and when

For the website please see:
www.dentstation.co.uk

John Carey



Union Connectivity Review

Not a very eye-catching nor very descriptive maybe but this is a UK-wide review of the transport connections of the countries that comprise the United Kingdom. Not just rail either - ALL forms of transport including road, air and sea. It is being chaired by Sir Peter Hendy, chairman of Network Rail.

The UCR put out a public call for evidence which was something that FoSCL just could not ignore. 'Our' railway was not built at fabulous cost simply to connect Settle with Carlisle. That would have been utter Victorian madness. No, the Midland Railway built it to extend its then awkward route from London to Scotland by the most direct line possible. In scale it was the HS2 of its day. Settle just happened to be the place where their existing main route needed to branch out northwards to get most directly to Carlisle and Scotland. It was not called the Settle-Carlisle line until that section of the 'Midland Railway Extension' came under threat of closure and the name has stuck.

For UK connectivity purposes the S&C title is an actual disadvantage. It sounds like some sort of quaint and picturesque local country branch line.

The UCR's call for evidence called for concise submissions and we took note of that. Against a ticking deadline of 31st December 2020 the three main S&C bodies - FoSCL, The S&C Development Company Ltd and the S&C Trust collaborated to agree a joint submission of very few words but of maximum visible impact to make a submission which should stand out from what is likely to have been an absolute mountain of wordy submissions with this striking image, put together by Rachel Griffiths and Imagarail:

It is based on the familiar (then) ATOC diary map of the UK's railways and highlights the very obvious relevance of the Leeds-Settle-Carlisle route for UCR purposes.

A picture tells a thousand words so they say. This map speaks volumes and we hope it will. It is, of course, explained in a minimal number of covering words in our joint submission and is backed up by technical data aimed at demonstrating how the job can be done, for the line to resume the purpose for which it was built at such vast financial and human cost.

The railways are in deep trouble as post-COVID people-movers. So too the airlines and the ferries. It turns out to be the case that the S&C has the capacity to cope easily with through fast traffic, local traffic and freight. Fingers crossed. We have tried hard.

Mark Rand



The Settle & Carlisle Line Organisations

by Edward Alburn

As is well known, there are several organisations involved with the S&C, apart from the Train Operator and Network Rail, and there is sometimes confusion or even competition between them. Everything that exists has a good reason to be there but a summary of where we are now would, I hope, be useful.

Some years ago, in fact in 2011, Richard Morris, then Chairman of FoSCL, wrote an article for the magazine which explained the position of the various organisations. I have been asked to up-date this information as things have moved on since then.

The main organisations are:

(1) The Friends of the Settle-Carlisle

Line: This is our organisation, a voluntary association of members founded in 1981, to help save the line from closure, and with longer term objects in support of the line. It has been and is the largest Rail Support Group in the country. We have 3,000 members, an elected Committee headed by Paul Brown as Chairman and a long list of activities and functions. Our magazine is, we hope, interesting and informative and we have annual meetings and other gatherings and activities. Today, with COVID things are difficult but the Committee remains extremely active.

We could always do more and we are always open to new talent and volunteers. The latter, numbering around 126 with a further 14 station adopters, is our most important resource, including helpers for shops manned at Settle and Appleby, and guided walks.

The Friends played a major part in saving the line from closure in 1989 which was recognised in the reprieve announcements. In the letter, addressed to us at that time from the then Minister for Public Transport, Michael Portillo, he said, *"I look to the Friends of the Settle-Carlisle Line Association to co-operate vigorously in supporting and promoting the line, as you have promised."*

It is recognised that we have, from that day to this, fulfilled this undertaking with continuous direct and financial support for the line.

We are delighted that Michael Portillo has subsequently agreed to be our President.

The Friends have two subsidiary companies, one to manage the Station building at Dent and the other to hold our leasehold interests in the Workshop at Settle and the offices at the Folly building, also at Settle.

(2) The Settle and Carlisle Railway Trust:

In 1988, the closure proposal was in full swing and the Government's latest announcement was that the line would be closed but the opportunity would be given for a private purchaser to buy it. The Friends then offered to the Department of Transport a proposal to form a Trust to raise funds towards the cost of the repairs required for Ribbleshead Viaduct and for future repairs to the structures on the line. £600,000 was raised then (out of about £2.5 million finally required for the Viaduct works) and the Trust was formed as a registered charity.

The Trust remains in existence and active. Using a subsidiary company, it has acquired, with 125 year leases, and restored 3 stations on the line, namely Ribbleshead, Horton-in-Ribblesdale and Kirkby Stephen. For these projects, close to £1 million was raised. The Trust Company has also acquired the Stationmaster's House at Ribbleshead, now a favoured location for holiday lettings.

(3) The Settle-Carlisle Railway

Development Company Limited: This company was formed after the line was saved from closure and its principal objects are commercial, the main one being promotion and marketing for the S&C and the Leeds-Morecambe Line.

The company is owned and controlled by a small number of directors and former directors. The current chairman is John Moorhouse, formerly Secretary of the North-West England Transport Users' Committee. Other directors include Bryan Gray, Chairman of the Trust, and Adrian

Quine, a director of the company managing the holiday train services.

The Company has been strongly supported by the Train Operating Company, Northern, and has provided services for them including ticketing and on-train catering. It has extended its work to community projects and station improvements.

The Appointment of a Community Rail Partner or Partners : The concept of Community Rail Partners was developed by Paul Salveson in 2005, mainly for minor local lines but it has now been extended to virtually all lines other than the main trunk routes. The original name was the "Association of Community Rail Partnerships" (ACORP). It has now become part of the DfT and is known as the "Community Rail Network"(CRN).

These initials can be confusing but we can now talk of CRN for the controlling organisation and CRP's for the local partnerships appointed.

It appears that the Development Company applied for appointment as CRP for the line in about 2016 and, we understand, received this appointment, with a grant then available for CRP's of about £28,000 per annum.

With the growth of the CRN movement, the Friends applied itself last year for CRP appointment, to be held alongside that of the Development Company. This envisages the Development Company mainly responsible for commercial activities and developments. The Friends are particularly concerned with the rail services and bus connections, as well as local liaison. The Friends have links with and support from local Members of Parliament and many local authorities. So far, a decision on this appointment is still pending. The Friends consider they are the obvious voluntary support organisation for this appointment and are currently in discussions with the relevant authorities.

Edward Album Friends Committee Member and Legal Advisor -January 2021

Below: Blizzard conditions at Dent station; these will have been experienced many times by FoSCL member Rodney Hampson - Dent Stationmaster from 1952 to 1955. Sadly, as this issue was being prepared we heard of Mr Hampson's death. We hope to carry a full tribute in May.

Photo: Pete Shaw



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BRINGING THE RAILWAY TO HAWES

The Garsdale to Hawes branch was commissioned by the Midland Railway and subsequently opened in 1878, two years after the Settle to Carlisle main line. The branch was built by contractors Benton and Woodiwiss, as an additional part of their work on the construction of the S&C. It was built generally to the same standards as the main line, albeit with more steeply graded, single track. Notable is that the original construction diagrams give distances from Settle Junction and not Garsdale, Hawes station being 27 miles 72 chains from Settle Junction.

At Hawes, the Midland Railway branch line met the North Eastern Railway's branch line from Northallerton end on, the latter also reaching Hawes in 1878. Services between Garsdale and Hawes were a mix of Midland services originating from Bradford or Hellfield and of North Eastern services originating from Northallerton.

A down train departs from Garsdale. The branch to Hawes diverges to the right shortly beyond the platforms to begin its descent through Upper Wensleydale.

Photo: © Mark R. Harvey



Regular British Rail passenger services between Garsdale and Hawes finally ceased in March 1959. Passenger services between Northallerton and Garsdale had ceased in April 1954. The line was subsequently closed to all traffic in April 1964 and the railway track removed. However, despite removal of the track, much of the formation and most of the structures have remained in place. Some of the formation and structures are visible from public rights of way, but there are no rights of access to any part of the former railway.

The route lies entirely within the Yorkshire Dales National Park, whose current Local Plan commits the Park Authority to protect the route from development that would hinder the reinstatement of the railway.

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Upper Wensleydale Railway
The Railway to Hawes

During the autumn of 2018, a small team of volunteers began examining the feasibility of a scheme to reinstate the railway from Garsdale to Hawes. Thus, the first steps of the formation of Upper Wensleydale Railway Association (UWR) were taken. Numerous expressions of support have subsequently been welcomed through UWR's website at <https://upperwensleydalerrailway.org.uk>.



Mossdale Viaduct crosses Mossdale Gill downstream of the waterfalls made famous in a painting by JMW Turner some decades before the construction of the railway. 4 arches, each spanning 45 feet, carried the rails 40 feet or so above the gill (under the far-right arch in the picture). Inaccessible to the public, the viaduct is in sight from a nearby public footpath.

UWR proposes the following scheme to provide wide ranging socio-economic benefits for the communities of Upper Wensleydale and to provide new, convenient journey opportunities across the region:

- Reinstatement of the 6-mile Garsdale to Hawes branch of the Settle to Carlisle railway.
- A new train service for Hawes by extending some Manchester - Blackburn - Clitheroe services to Settle, the Yorkshire Three Peaks area and Hawes in Wensleydale.

Passengers from the Leeds, Lancaster and Carlisle directions can change at Hellifield, or other stations, towards Hawes.



Adjacent under bridges just west of Hawes station. From this point, the route begins its climb up to Garsdale. The picture perhaps evokes the sight of a Class 2 2-6-2T 'opening up' with a train of two or three veteran carriages. An easier task for the modern units envisaged for the Hawes service.

**U
W
R** Upper Wensleydale Railway
The Railway to Hawes

The route is entirely within the Yorkshire Dales National Park and passes through some stunning scenery. Here, with Appersett Viaduct in the foreground, is a view across Upper Wensleydale with Cotter End and Black Hill Moss prominent. The Pennine Way traverses Black Hill Moss en route north to Great Shunner Fell.



In June 2020, drawing on preparatory work already undertaken, the UWR team made an application to the second round of the Department for Transport's (DfT's) "Ideas Fund for Reopening Your Railway". In November, the DfT responded with an invitation to seek their advice on further strengthening the application, to which UWR has recently responded.

UWR anticipates that a successful application to the Ideas Fund may lead to support for the funding of a formal Business Case and hasten liaison with railway industry bodies in pursuit of the scheme.

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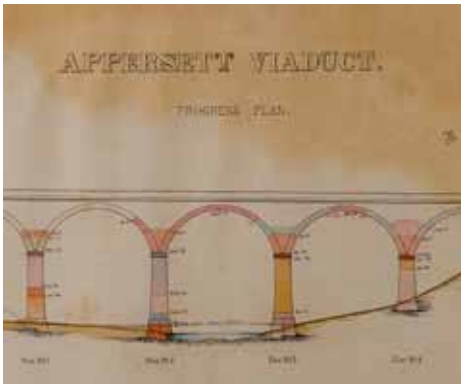
Spoil tips from the original construction of the railway are a familiar sight along the Settle to Carlisle line. The spoil tips in this view are the result of the excavation of a cutting around 440 yards long, one of the longest and deepest between Garsdale and Hawes.

All photos © Andrew Longworth unless otherwise credited.



THE 'BOOK OF BRIDGES'

This large book, prepared in the 1870's by the Midland Railway and comprising 40 pages of detailed ink and water-colour civil engineering drawings of the railway's structures, was the subject of expert conservation in 2018 following a public appeal. Routinely used as a source of reference for the construction and maintenance of the railway, the book had become redundant. It now provides a wealth of information on the design and construction of the larger bridges.



The Book of Bridges includes a beautiful diagram, hand drawn and water-coloured of course, that shows the progress of the construction of the viaduct. Each coloured element represents a stage of the work and the date of completion of each stage is noted. This diagram views the viaduct from the south.

By courtesy of the Dales Countryside Museum, Hawes



As it stands today. Appersett Viaduct crosses both Widdale Beck and the old road to Ingleton. It is the largest of the structures on the route from Garsdale to Hawes, comprising 5 arches each of a span of 45 feet. The rails were 60 feet or so above Widdale Beck and crossed the slightly curved viaduct at a gradient of 1 in 72.

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Upper Wensleydale Railway Association welcomes all expressions of interest and may be contacted at its website <https://upperwensleydalerailway.org.uk>.

Andrew Longworth
UWR

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

News Notes

Special Traffic Report

Oct 31	2020	47712/47805 Shrewsbury to Carlisle
Nov 23	2020	2 x Class 67 Heaton to Derby, test train
Nov 29	2020	2 x Class 67 Derby to Heaton, test train

The autumn leaf fall season seemed to pass with out any major problems, so the use of a class 60 on the gypsum train, allied with the high pressure water jets to clean the rail head worked very well.

Pete Shaw



SAC 66 – Ribbleshead Viaduct Structure Repair Scheme – Week 41



The winter scene at Ribbleshead showing that conditions for the modern engineers are just as severe as those for the line builders.

Network Rail NW&C Capital Delivery

Ribbleshead Viaduct Refurbishment by Mark Rand

The Ribbleshead viaduct is always in the news, increasingly so during the last year or so. There have been headlines in areas of the media who should know better, to the effect that the one-time Achilles Heel of the S&C was in danger of falling down. Again. Fake News as 'who's-it' in the USA might say.

Reality is that this structural icon has stood firm for three decades since major repairs were done at a fraction of original estimated cost which had added to the then case for closure of the line. Even so, the Ribbleshead weather takes its toll so maintenance is needed. A great deal of inspection and planning had been done by or on behalf of Network Rail, including microscopic examination of every detail by drone, laser and every other modern means. The findings were good considering the viaduct's position, size and ongoing heavy usage.

The summer of 2020 was to be the time for action. Then COVID struck. Even COVID need not have interfered too much. You can socially distance on a huge viaduct in the middle of nowhere. Sadly though, heritage and planning delays cropped up and an operation that should have started in April 2020 and been finished in

late summer did not actually start on site until October 19th. This has been painful - literally so for those who have had to endure Ribbleshead weather in a so-far bleak winter. Entire days have been lost when access has been too dangerous. As a rule of thumb a 50mph wind at ground level roughly equates to 70mph over the top of the viaduct and maybe higher on the windward side of the piers. Snow and ice on scaffolding walkways and on the structure itself have brought inevitable dangers. So too sub-zero temperatures with added windchill. Not only humanly uncomfortable but unhelpful for vital chemical reactions.

A week-by-week photographic progress log which has been shared with FoSCL by NWR in a welcome spirit of partnership and pride in achievement against so many odds. The following wording tops the weekly record as a focusing reminder:

"The aim of this work is to refurbish the asset to ensure that it meets our current capacity commitments, ensure that all areas can be examined and no further significant interventions are required for the next 25-40 years.

- 1) Carry out a review of all the existing records relating to this structure and carry out appropriate site investigations to enable the work to be developed and designed.



2) Carry out a full refurbishment of brickwork defects in the areas identified within the AFC design. This includes stitching and grouting cracks in the stonework and brickwork. All repairs are to be in accordance with the Network Rail standard designs. The Project Team are to produce, as part of their design submission, a set of schematic drawings representing the full area of the viaduct in A3 format all weathered/defective stonework or brickwork, bulged areas, open joints and fractures etc. the suggested type of repair and reference, where applicable to the Network Rail standard drawings is to be stated.

3) On approval of the outline design, develop the agreed works to GRIP stage 3 and 4 approval. Construct the approved solution."

In effect, "See what's been done before, see what needs doing now and how, get it approved, then do it". As investigations took place in phase 1 it became clear that drainage was also going to be important. The hoppers and downpipes of each pier clearly needed attention, so too the existing ties and metal plates at their exposed ends. Vegetation too had to be

removed in places. Major scaffolding would be required - not to the entire viaduct at once but in a rolling two-piers-at-a-time progression from north to south, augmented by abseiling access from the top for the preparation and painting work on the downpipes especially. Lidded hoppers will replace the existing open ones, some of which had become obstructed.

At the time of writing (week 41 of the entire programme) things are going well, considering the awful weather conditions. There have been no nasty surprises. 100% praise to the members of the affectionately termed Orange Army who have been condemned to do this work in winter. At Ribbleshead.

Meanwhile, trains have kept running overhead and the S&C vocabulary has been expanded to include Kentledge Blocks (massive concrete weights at track level from which the intrepid abseillers suspend) and Cintec Anchors (enormous stainless steel masonry anchors sunk deep into the masonry and pressure grouted in place for ever).

Special thanks to NR's Works Delivery Manager at Ribbleshead Dennis McGonnell





for keeping us in the picture on this vital work and to former BR engineer and FoSCL member Tony Freschini whose experience has been so valuable during the planning and execution of the current work. The Ribblehead viaduct was and still is in good hands - and is not falling down.

Text: Mark Rand

Photos: Adam McGonnell



Ribbleshead Viaduct Rocks by Bill Fraser

On page 25 of the August issue No 161 the caption to a photograph of *Britannia* passing Salt Lake Quarry states that this quarry was 'reputed to have provided the stone for Ribbleshead Viaduct'. This is not the case.

The rock at Salt Lake Quarry is part of the **Danny Bridge Limestone Formation**, a subdivision of the **Great Scar Limestone Group** and is generally pale grey in colour. The quarry was opened by The Craven Lime Co. in 1876 as a source of crushed stone for the railway and other purposes and was worked for around 25 years. (D. Johnson. *Limestone Industries of the Yorkshire Dales*). While the bulk of the viaduct is constructed of limestone, apart from a few blocks, it is not the same as that at Salt Lake Quarry. The limestone used is a dark, blue-grey colour and belongs to the **Hardraw Scar** and Simonstone Limestones which are members of the **Yoredale Group** which lies above the Great Scar Limestone Group and is therefore younger.

While the viaduct piers are founded in the Danny Bridge Limestone and outcrops of it occur around the edges of Batty Green, even though it was the most available material, it was clearly not considered to be the best stone for construction purposes. While the rock is hard and strong it occurs in beds up to 2m thick with, at times, a rather irregular pattern of joints. Stone would have been difficult to extract from these beds in sizes and shapes that could be used for construction without requiring much cutting and shaping. The Hardraw Scar and Simonstone Limestones on the other hand occur in layers that are approximately 0.75-1.0 m thick, separated by thin layers of weak mudstone, and have evenly spaced, vertical joints. These properties meant that blocks of suitable size and shape could be relatively easily extracted and required much less in the way of cutting and shaping before use in construction.

Both the Hardraw Scar and Simonstone Limestones outcrop in Little Dale, about 2km north of the Viaduct. The Hardraw Scar Limestone outcrops over a 200m

stretch of the bed of Little Dale Beck and in the western side of its valley. The bed of the beck was lowered by approximately 3m following the extraction of upwards of 38,000 m³ that it is estimated were required. The Simonstone Limestone occurs about 0.5 km further upstream in the bed and banks of Force Gill, just below the waterfall. Blocks of both limestones would have been prised out by hand using hammers and crowbars and, where necessary, been roughly cut to size on site before being carried by tramway to the stonemason's yard at Roger Kirk Rocks for final shaping and dressing. Blocks of Hardraw Scar Limestone can be seen today along the route of the tramway, probably testaments to former accidents.



One of the few examples of Danny Bridge Limestone used in Ribbleshead Viaduct. Note the contrast in its colour with the darker, Hardraw Scar Limestone.
Photo: Bill Fraser

It is ironic that one of the properties of the Hardraw Scar and Simonstone Limestones that made them suitable for construction is now a cause of one of the problems that



exist in the viaduct. Some of the blocks contain the layers of mud that separated individual beds of limestone and which made them easy to quarry and this is now weathering, causing the blocks to crumble.

A large block of Hardraw Scar Limestone at the quarry site in Little Dale. Note the thickness of the beds.

Photo: Bill Fraser

Bill Fraser



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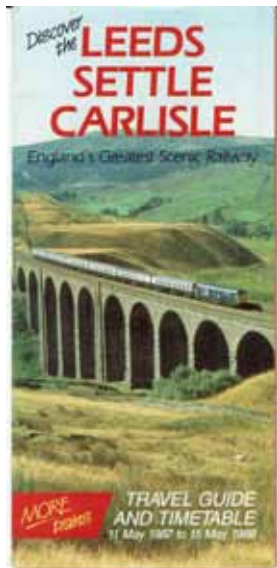
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Forty Years of FoSCL A brief history of the Lineguide by Pete Shaw

From the early days of FoSCL Brian Sutcliffe and Pete Shaw were determined to increase passenger numbers, thereby increasing revenue, which we hoped would then influence the Government to keep the line open.

The original promotional timetable leaflets we produced were very simple: an A6 single sheet with black print on white paper; then next a 1/3 A4 single sheet also just in b/w. These were distributed to tourist information centres, guest houses etc. It soon became obvious to me that other leaflets in the tourist world were larger, and in colour; but FoSCL could not afford colour printing - which was very expensive in the 1980s.

I put together a prospectus outlining what I would like to see for a 1987 Lineguide as an A3 folded to 1/3 A4 leaflet printed in full colour, with some photographs, S&C route map, train timetable, gazetteer of local attractions, fares information, plus a page for a commercial sponsor. I circulated this to northern businesses who I thought might support us, such as Skipton Building Society, Tetleys Brewery, Associated Dairies etc. but none of them came on board.



Then I saw an advert in the Sunday Times magazine colour supplement with a photo of the new owner of Dent station (Neil Ambrose) who had got a mortgage from the Woolwich Building Society. The photo was an artistic composition with Neil, plus track, platforms, and station building in the rear. The

Woolwich ran a series of wacky adverts around that time, with the next being a chap who they gave a mortgage to buy a Lighthouse. It seemed like a potential link to my need for a leaflet sponsor.

I sent my prospectus to the Woolwich Building Society marketing manager, who invited me for follow up discussion at their London HQ. A fearsome debate raged within the FoSCL committee about whether to pay my £9 day return fare! I was going to ask the Woolwich to fund the printing of 100,000 full colour leaflets, but some people thought the £9 fare was a hopeless waste of funds.

I went, and their marketing manager was a very savvy lady who quizzed me about content, layout, distribution, and what their page might show. I explained that we would take them round a wide range of "off-railway" locations in the north of England, using our volunteers. She declined to provide money as such, but said they would give my rough layout to their in-house graphics team who would professionally produce the design, then get their in-house print section to run off the 100,000 copies I wanted. So the £9 fare investment paid off!

I then had to explain the position to Ron Cotton at BR, and he agreed to ship the cartons from London to Settle for us. He told Peter Robinson at Cumbria County Council what we were up to, and they immediately decided to do a similar Lineguide for railway stations. It was too late to fully combine our efforts for the forthcoming 1987 season, but we managed to have a uniform front cover design - albeit in slightly different colours, and a



uniform timetable/fares page.

FoSCL magazine No. 27 of May 1987 featured Peter Lawrence, Ian Taylor, and myself, with the first 50,000 Woolwich leaflets in cartons at Settle, on what looks like fine day; but I remember when the second batch came it was in the wet, and Paul Kampen, Brian Shorrock, and I struggled to unload the 50 cartons from the train whilst trying to keep them dry.

Thus the first edition lineguide, sponsored by the Woolwich, was duly distributed far and wide. Passenger numbers increased, and so did revenue-FoSCL and BR subsequently pooled resources, and after 1987 just one lineguide was produced for use both "off-railway" and also at stations.

The upgraded, large, full colour leaflet was produced by myself on several occasions, and also variously by the Yorkshire Dales National Park, by Cumbria County Council, by BR themselves, and more recently by the DevCo. FoSCL have had the use of a storeroom at Shipley station for many years, from where we still carry out distribution of literature to promote the line. A second team later began distribution from Settle as well. In those early days FoSCL did well to both lobby for the line to be kept open and also to proactively promote it at the same time.

We should continue with both strands to campaign for improvements to services and facilities, whilst also promoting the line to ensure high passenger numbers.

Pete Shaw

What price a conservation area? by Richard Morris

The Settle-Carlisle Line, all 72 miles of it from Hellifield to Carlisle, is a designated conservation area approved by the Yorkshire Dales National Park Authority, Craven District Council and Eden District Council. Historic England state on their web site: "Conservation areas exist to manage and protect the special architectural and historic interest of a place - in other words, the features that make it unique".

So let's see how the different organisations along the line are doing in this respect:



1. The S&C organisations, that's FoSCL, the Settle-Carlisle Railway Development Company (DevCo) and the Settle & Carlisle Railway Trust, all do their best to conform, as illustrated by the recent replacement of Settle station doors, constructed and installed by FoSCL volunteers.

Working with Network Rail, we have undertaken various refurbishment works, notably replacement of the front of the Ribbleshead down side waiting shelter, and we are currently working on replacement of the barge boards at Dent Station.

The heritage benches at all stations were commissioned and installed by FoSCL and we contributed to installation of the heritage style lamp standards. Most recently, we project managed and part funded the building of new waiting shelters at Settle and Appleby, conforming to the heritage design requirements.

As you will probably know, the Midland Railway Company built all the structures along the entire line to a standard design, known colloquially as Midland Gothic. All aspects of this are enshrined in the Settle-Carlisle Railway Design Guide, part funded by FoSCL and widely used by anyone constructing or improving buildings in the conservation area. It has been put together to set uniform standards of restoration and maintenance for stations along the line. The aim is to achieve a consistency of quality and appearance that will enhance the status and appeal of the route.

We must mention the Railway Heritage Trust. In 1985 British Rail set up the Railway Heritage Trust as an independent company, to assist the operational railway in its preservation and upkeep of listed buildings and structures. They have consistently been very supportive and have made a major financial contribution over the years to the upkeep of the properties that we own or have been involved with.

So we're the good guys. How about the railway organisations?

2. Network Rail. We are enormously indebted to Network Rail for keeping the entire length of our line in tip-top condition: many tens of millions have been spent on upgrading and maintaining this line, not just the £25m plus to repair the Eden Brows landslide, but other major works on track, embankments and bridges to meet the challenges of climate change.

Network Rail have permitted development rights, going right back to the Act of Parliament of 1866 which authorised the building of the line. For any work required to ensure the safe operation of the line, they do not need to apply for planning permission, no matter how major the work. However, they nonetheless inform the relevant planning authority well in advance, with all the required paperwork, which is available for viewing online.

If it's a question of demolishing a structure, which may be unavoidable due to its condition, they apply for planning permission. We were consulted over the demolition of Gauber Bridge, just south of Ribbleshead, looked at it close up and had reluctantly to support the application since the bridge was no longer used and was becoming dangerously unstable. Similarly for Long Meg signal box, a 1960s edifice which was derelict, modern and had become an eyesore. We were consulted on this, concluded that there was no alternative, and this led to a set of guidelines which were written by Mark Harvey: more on his ambitious Settle-Carlisle Railway Conservation Area project later.

I am however uneasy about some aspects of Network Rail's operation with regard to heritage structures. While they

will bend over backwards to maintain Ribbleshead Viaduct and spend a great deal of money on it which is very welcome, when it comes to structures which are not in the public eye there are examples of lack of attention to everyday protection of Victorian stonework which could lead to problems later on, but are too minor to be mentioned here.

There is ongoing work to replace underbridges. Recently two near Langcliffe were replaced, the photo shows the new bridge at Banks, Stainforth. This has to be applauded, an older but similar deck has been replaced and the original stone piers have been retained.



There are several other examples of such work along the line.

It was however a different story when there was a serious landslide in December 2015 near underbridge SAC 322 close to Armathwaite.

This was a wonderful example of an arched Midland Gothic structure unique to our line. Masons' marks on the stonework attested to the craftsmanship involved. The photograph was taken in 2009.

Although just a farm track, the passage under the bridge was paved and had gutters down the sides. The Midland Railway Company had gone to enormous trouble to ensure that even the most minor right of way was served by a structure designed and built to stand the test of time.

After the landslide in December 2015 Network Rail effected temporary repairs by stabilising the embankment with rocks.

This allowed normal traffic to resume along the line.

But, the farm track had fallen into disuse,

so Network Rail must have felt justified in effecting a permanent repair by tipping thousands of tons of rock on top of both embankment and bridge and creating a culvert where the bridge used to be.



To give them credit, they did a very professional job and submitted all the correct paperwork to the local planning authority, Eden District Council. The Council gave approval for the work within 10 days. Nobody else was notified or consulted and in fairness Network Rail, with their permitted development rights, were quite entitled just to go ahead. But doubts remain: was it necessary to cover the bridge completely, wasn't the structure basically still sound? It would have been nice for FoSCL to have been able to discuss this with Network Rail before they went ahead.



3. Northern Rail. The Department for Transport's agreement for the Arriva franchise, that started in 2016 and was terminated early in 2020, included a Station Improvement Fund where money

was allocated through the Train Operating Company to be shared out among all stations on the Northern network. This was to be used for Customer Information Screens on station platforms, Ticket Vending Machines and CCTV. While FoSCL gave a guarded welcome to CIS screens and was equivocal about TVMs, we were not happy with the way the CCTV has been implemented.



We can live with the CIS screens, they are very useful for keeping passengers informed, especially at the more remote stations where there may not be a mobile signal. They don't really go with heritage architecture, but where the heritage feel has already largely been lost, as in this photo, they are fine.

Could they have been located inside waiting rooms? Maybe, this has been done to some extent on the Cumbrian Coast Line but there they often have waiting shelters rather than proper buildings. In our experience passengers often don't wait in heritage waiting rooms anyway, there's no view for them to see when the train is coming – so like it or not, better a CIS screen on the platform than none at all.

TVMs have not been widely installed, to date only at Settle, Kirkby Stephen and Appleby. The real issue is CCTV. It is being installed at all S&C stations except Settle, Appleby and Kirkby Stephen. Strange, you would have thought the greatest need was at the stations with the greatest footfall. Without going into great detail, Settle and Appleby are listed buildings so Northern withdrew their planning applications there. As for the rest, the DfT insisted that most of Northern's stations got CCTV, so the S&C smaller stations, where nothing ever happens, were a soft option.

That may sound cynical, and indeed there is a case to be made for CCTV, notably at Armathwaite where people who should know better, often older former railway employees, are in the habit of crossing the tracks. But it didn't have to be done like this, with great tall posts dwarfing our heritage lamp standards.



Had there been proper consultation with local residents and with volunteers on the ground, a more tasteful solution could have been found.

A few years ago I took a friend from Birmingham up to Armathwaite station. Wow, he said, this is like a film set. Not any more, those days have gone for good.

Now we, the FoSCL Committee, are answerable to our members. When I wrote up the SAC 322 saga in the S&C Journal in August 2017 I asked what members thought. There was absolutely no response, so there seemed little point in taking any further action. Do we still care about the heritage feel of our stations, or do we accept that in the interests of running a modern railway we take whatever modern technology is on offer?

Perhaps we simply mourn the passing of the Midland Railway's unified design for the whole line. After all, most of the S&C structures are well catalogued and illustrated on the excellent Settle-Carlisle Railway Conservation Area (SCRCA) web site <https://scrca.foscl.org.uk/>, thanks to a small and dedicated team of FoSCL volunteers led by Mark Harvey.

Maybe that's enough, but does a Conservation Area mean anything at all nowadays?

Richard Morris
3rd December 2020

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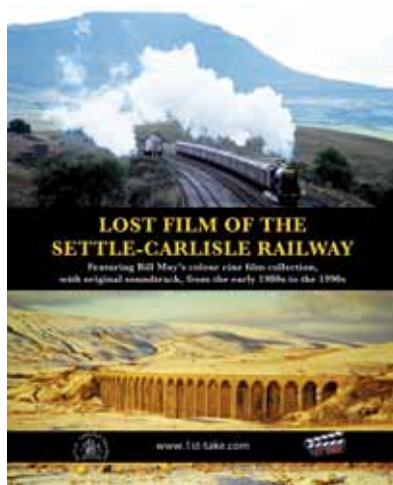
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Lost Film of the Settle-Carlisle Railway A DVD from 1st Take Films



What!! Another DVD on the Settle - Carlisle line.

This latest DVD features previously unpublished film from the 1980/1990 era taken by Sheffield photographer and rail enthusiast Bill May. There are many memorable shots taken at various locations from Ais Gill (Bill's favourite location) to Settle. Many of the trains are double headed - both north and southbound. One such shot features Midland Compound 1000 & 45690 *Leander* in the snow and gale force winds in 1983!!

The film also features the stations and structures on the line to good effect and it is pleasing to have a significant input from Mark Rand. The DVD has something for everyone whether a visitor or a regular traveller on the line. Also it is good to see the Morecambe line featured with excellent shots at Eldroth.

The video can be purchased at the Friends shops in Settle and Appleby, (once we are allowed to reopen) or via the webshop: <http://foscl.org.uk/shop> @ £15.95 inc P+P. I can certainly recommend it !!

Mike Cooke



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Letters to the Editor

As with all material in this magazine, *views expressed are those of the contributors and not*

Bridge Support

The plans shown on p12 of the June 2020 magazine for a proposed new footbridge and lifts at Horton Station are very similar for lift structures on the electric line from Milan, Italy to several villages and small towns on the east side of Lake Iseo. As it is in such stunning scenery, nobody minds the access in a lift up to a footbridge, and to have easy access across the 2 lines safely, and down in the lift to the exit, or to another train.

As a safety feature, if the lifts are near to the end of the platform, people embarking from an arriving train are able to walk clear of the train, and not hinder the departure of those getting on the train, who have been waiting on the platform.

The exterior cladding of the lifts is steel, and this has survived extremes of summer and winter temperatures in Italy for many years. Their construction was possible post-war. Be brave: say "yes" to the proposal !!!! It's bound to be advantageous to travellers, by foot, bikes, prams, stretchers, and mobility scooters !!

Geoff Woodhall - by email

Class 20s on the S&C

On Page 12 of the last issue the Staycation photographer said it was the first time he had seen a Class 20 on the line, and he wondered if they had ever worked previously? Short answer: Yes, but only rarely.

During lockdown we have been recollecting a few examples, and we know that Class 20s have been seen as Light Engines (usually in twos, but one time as a four); and on Nuclear Flasks (single flask, and a double); Driver Training with a rake of empty flat wagons; top and tailing the Kilmarnock Barclay weedkilling train during the early 1990s; several Passenger Charters - a notable one with three Class 20 locos on a Pathfinder tour out of Bristol.

But perhaps most memorably of all when British Rail sector Regional Railways North East ran freight locos on some scheduled passenger services to boost winter ridership. This brilliant initiative was a mighty success, with 10 or 12 coach Mk 2 stock being filled to bursting point with enthusiasts. On 25/11/1989 the 08.25 Leeds - Carlisle and 12.42 return (both



20902 'Lorna' and 20903 'Alison' top and tailing the annual weedkiller train from Carlisle to Settle Junction on 12/6/1992 crossing Dent Head Viaduct.

Photo: Pete Shaw

normal timetabled services, at normal fares) were hauled by 20061 and 20093 piloting 47444 - the 47 to provide train heating. The official passenger count showed 927 people on board as the southbound service left Carlisle. At that time West Yorkshire Day Rover tickets were very popular, and nearly 400 extra passengers joined at Keighley, the West Yorkshire boundary! Thus the train was estimated to have about 1300 people on board when it reached Leeds

BR repeated this spectacular on 10/3/1990 using 20905 and 20906 piloting 47422 (for train heating again) with the 06.34 Carlisle - Leeds and 10.45 return.

We came up with twenty-one workings featuring Class 20s over a period of about 30 Years, but this was just reminiscing, not an exhaustive archive trawl.

**Yours sincerely,
Pete Shaw & Robert Armitstead**

Stephen Willetts asks on page 12 of the November 2020 Journal whether there have been any railtours over the line using Class 20 locomotives.

While there may have been others, there was a tour on 14th August 1993, almost exactly 27 years before the appearance of D8107, which involved three Class 20s. Called the 'Triple Chopper Tripper' it started from and returned to Bristol, went north to Carlisle via the West Coast line and returned south over the S&C. North of Stafford it was hauled by 20087, 20132 and 20187.

I enclose a photograph showing the train climbing through Mallerstang, the leading engine being 20087.

**Jack Kernahan -
by email**



Stephen Willetts asks if there have been any railtours using class 20's, in the S and C Journal number 162. If his query isn't specific to The S and C, yes, indeed there have!

They were both organised by Retro Railtours (RR) The Retro Oldham Looper & Cumbrian Coaster 2009, the last charter train to run on the Oldham line prior to it being transformed to Metrolink and The Retro Lincolnshire Belle 2015, saw a pair of class 20's in the charge!

I was on both and have been on several other RR tours too.

These generally start (early) at Huddersfield and pick up at Mancs Vic or Stockport and if the latter pick and set down at Reddish South, a parliamentary stop, one train a week.

There is a buffet car and real ale on all tours and they regularly visit seaside resorts.

RR certainly know how to run a railtour, without fail a cracking day out, especially for diesel enthusiasts, and I for one look forward to the next one, hopefully on the Saturday prior to the late May Bank Holiday (2021), which appears to be one of their preferred date!

Phil Garnsworthy - by email

S&C Literature

As a longstanding member of FOSCLA, I'm always on the lookout for any books about the Line that I don't

already possess. I have just read 'The story of the Settle-Carlisle Line', by F. W. Houghton and W H Foster, first published 1948 and reprinted in 1965, a slim volume of 150 pages, with fold-out end papers of a map and a gradient profile. It is probably familiar to some of you. However, it was new to me, and I found it a charming read, somewhat in the style of Hamilton Ellis, nostalgic, romantic, and often flowery prose, witness: "For was not the great Midland Railway standing with firm legs astride England, one foot being in London and the other in Bristol, to be denied legitimate breathing space for its mouth and lungs?"

For those that like this sort of thing, and also who collect anything about the S & C, I can recommend this. Mine, the second edition, came from Barter Books, but a scan of Google showed that both editions are readily available for around £12.

Mike Smith - by email

(Editor's Note: *Indeed, with Peter Baughan's North of Leeds and David Jenkinson's Rails in the Fells this must be one of the really classic S&C books. Hubert Foster was the son of another Hubert Foster who was a well-known railway photographer; some members may remember their model shop opposite the Norman Arch on Manningham Lane Bradford. I can endorse Mike Smith's recommendation!*)

Magazine Recycling

I am a dedicated recycler at home and occasionally ask Bolton Council's Team for guidance.

Regarding the query raised in a recent magazine, I can confirm that the Council officer was clear in the past with me that it is best to tear off the glossy 'glazed' covers to magazines generally, as he suggested these cannot easily be recycled unlike the more paper-like contents.

I think you already are aware of this, but the info might input future consideration of the nature of your mag covers!

Simon Pearce - Bolton

I've just been catching up on the last few pages of the August edition of the magazine (prior to recycling it) and read the note at the end of Dan Lucas' e-mail. I should be more than happy to have a less glossy cover so that it could be recycled. I hadn't realised until I read the e-mail that the cover cannot be recycled and have been putting the whole magazine in my recycling box. I wonder how many of us have been doing the same & possibly causing problems.

Lynda Merrill - by email

Locos at Leeds Holbeck

Thanks for the article in issue 162 about locomotives at Leeds Holbeck by George Sidebottom. Out of interest (or maybe lock down boredom) I compared the list of named locomotives in the article to "cops" in my Combined Volume (winter 1961/1962 edition). I had them all, no doubt due to the fact that I visited Hellifield from Blackburn on a regular basis. I probably first visited sometime in 1960 when I was aged eleven.

My last visit, at least until the age of steam specials, was on Saturday 8th September 1962, the last day of service between Blackburn and Hellifield. A3's were rare in Blackburn but all eight in the article are duly underlined in my Combine. I used to travel on the 10.19 from Blackburn, which on the summer timetable was a through train to Carlisle and beyond and had some interesting motive power, often double-headed. As far as I can remember the fare was half a crown (2/6) return (half fare of course!). Happy days!

Frank Horsfield - Doncaster

Rear Cover Upper: 37116 with 37219 with the Heaton to York test train at Appleby on Monday 18th January 2021. Photo: Mike Summers

Rear Cover Lower: 66745 heads 6S94 Wembley-Irvine china clay tanks near Helwith Bridge on Wednesday 4th November 2020. Photo: Ian Pilkington

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