

SETTLE - CARLISLE RAILWAY JOURNAL

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The S&C in Lockdown

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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

NEXT MAGAZINE: Copy date for the August 2020 magazine will be Saturday 25th July. **NB: the distribution of the August issue may be affected by the committee's final decision on a replacement date and format for the 2020 AGM.**

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: Notices at Appleby regarding the COVID-18 emergency. Photo: Mike Summers

The Chairman's Report

FoSCL Chairman **Paul Brown** writes:

We're currently living through unusual times, something that we didn't expect at such a serious level. After news that lockdowns of social engagements were being rapidly enforced, the FoSCL committee immediately had to suspend all our volunteer functions as most of our activities relate to promoting social, leisure and travel activities, thus complying with Government instructions. A totally unprecedented world would now exist, the world of Self Isolation and limitation, and what a dramatic difference and effect this has had on everyone. All on the committee send you good wishes and hopes that you are keeping well.

On the 24th March 2020 the operator Northern made amendments to the S&C routes standard timetable to a 'Key Worker' schedule. The line is now running four train services a day in both directions, Leeds to Carlisle.

Monday to Saturday departures:

Leeds: - 07.48, 10.49, 13.18, 16.48

Carlisle: - 08.24, 10.49, 14.50, 16.18

Sunday service departures: (from 4th April)

Leeds: - 08.59, 12.28, 16.23, 18.52

Carlisle: - 09.25, 12.25, 16.07, 19.11



These services are now for 'Essential Travel Only' as per government guidelines. We're served with the usual class 158 units but we've had the odd guest 156's working down from Carlisle and back and a lesser spotted 150 one of the days. We've had 2 separate workings of 158860 along the S&C, this particular unit is one of a handful of Northern units which is proudly displaying "NHS WE THANK YOU – Key workers supporting key workers" logo on the side of the unit.

Freight services on the line have reduced quite noticeably. The ones left operating since the lockdown period started are the stone train, working in and out of Arco quarry at Horton in Ribblesdale, the Monday to Friday Network Rail Engineers, Carlisle to Basford Hall and just recently restarted on the 19th May is the Gypsum in and out of Newbiggin works to Teesside Docks. Class 68s have been a prominent feature hauling the engineer's train rather than the usual class 66s.

STOP PRESS..... As I'm writing this class 56049 and class 70814 both independently working engineering works trains being carried out at Armley Junction near Leeds from Carlisle 23rd May 2020.

Ribblehead Viaduct repairs: Network Rail has announced that Ribblehead Viaduct is to undergo routine maintenance repairs. Work will take place on the viaduct between July and October 2020 when there will be brickwork repairs along the structure, removal of vegetation and repairing the damage caused by plants and weeds, upgrades to drainage systems across the viaduct's 24 arches and repainting of metal and pipework in one universal colour.

Meanwhile, no major disruption is expected for passengers using the Settle to Carlisle line during the viaducts' 2020 maintenance. Passengers are reminded to continue following Government advice regarding public transport during the coronavirus pandemic. Those who do need to travel are being advised to check www.nationalrail.co.uk or with their train operator ahead of the Ribblesdale viaduct work. We will keep FoSCL members updated with the progress of the works in future magazine editions.

Proposed footbridge at Horton In Ribblesdale station: As part of the work to reconnect the new Horton Quarry, former Delaney sidings, situated south of Horton Station, back to the 2nd stone quarry in the Horton area, Network Rail are seeking to remove the foot crossing and proposing to put in a footbridge with lifts which will cater for disabled access. The problem of pedestrians crossing the line occurs when an empty stone train reaches Horton. The freight vehicles straddle and block the crossing whilst it carries out its slow propelling manoeuvre into the siding. We continue to appreciate the chance to comment to Network Rail regarding this project and note that the S&C is a day-to-day through main line route and not a preserved railway. We do however have grave concerns about the dominating look of the proposed structure which, with regret, does not suit the appearance of the restored S&C stations design guide and would look very much out of place. There are concerns also with regard to the installation of lifts at an unmanned remote location if anything was to fail in service. The Friends, Trust, Property Company and the Settle Carlisle Development Company have jointly responded with some constructive comments and asked for possible alternatives to be taken into consideration. There's an additional article about the footbridge written by Mark Rand, along with an illustration of the proposed structure. We'd welcome your comments and feedback.

The Friends AGM is still currently postponed under the current lockdown restrictions. All current officers will remain in post during the pandemic. We will re-call an AGM as soon as we are permitted to do so and advertise the venue, date and time accordingly.

During the pandemic we've tried to keep members updated with a monthly emergency Covid19 newsletter sent out electronically. This is a huge saving on paper and very cost-saving. It's not the same as a glossy quarterly magazine through the post and I'm certainly not advocating doing away with the quarterly magazine in any way shape or form but, under the circumstances, serving as a practical get-by. But it is certainly worth asking the question to you the membership... 'Would you like the choice of how you'd like to receive your quarterly magazine, booklet form or electronically?'. Please feel free to give us your thoughts however I'll stress again, this is a choice not a forced intention of the way FoSCL intends to go.....

The FoSCL committee has limited its conduct of business to the core necessities because of not being able to hold monthly meetings but that's not to say there hasn't been business to conduct. Quite the contrary, some officers have been very active. The conduct of business has been principally electronically or telephone conference calls. On occasions members of the committee have held preliminary debates on video link ups via Skype or Zoom, all foreign words to me as I've still got a 1960's type writer, which still works incidentally. I can manage e-mail and telephone conversations but as we're not a multimillion pound company where instantaneous decisions must be taken in haste I'll stick to the simple things I know. I do miss the monthly meetings though..... I can see a regret forming there over time.....

I'm sure we're all feel stalled with the ongoing lockdown situation and wish to get back to the social life as we're used to but we must still remain sensibly alert to the dangers of this life-threatening pandemic which has contributed to a huge loss of life. We must stick to the Government's advice. As much as we'd like to think we can just simply start up again with the slightest lifting of restrictions, this will not be the case. Our activities are strictly controlled by Government advice and the operator, Northern. Our volunteering activities will be assessed and scrutinised with safeguarding policies put in place first and foremost to protect the health and welfare of our FoSCL volunteers.

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Best wishes and remain safe everyone.

Paul Brown

Editorial

What a strange couple of months it has been! In the February Journal I was exhorting everybody to try and attend the FoSCL AGM; at the time the Coronavirus epidemic was known to be coming our way but I, for one, did not appreciate that we would soon be in lockdown with all unnecessary travel banned.

At the time of writing it is not at all clear when and how we will be able to go ahead with the 2020 AGM. The fact that you are receiving this magazine means that restrictions are easing so you can be assured that FoSCL sees communication with members as a priority. During the crisis we have been able to keep in touch with roughly one third of the membership by way of emergency newsletters; these have been sent as a PDF email attachment. For those who could not receive them they are reproduced in this issue of the S&C Journal on pages 17 to 24. They are now of course just a record of what was going on and what we were trying to do – not up-to-date information for the membership.

During the lockdown period I, like a lot of other people, have become adept at using Zoom for communication with relatives, another committee in which I am involved, to see and hear an online talk which replaced a live event in York which could not go ahead; and to communicate with certain FoSCL committee members with whom I was discussing ongoing business. Even twenty years ago to sit in your own home, talking to people who are many miles away (in the case of the relatives on the other side of the Atlantic Ocean) and seeing their faces in real time on a screen in front of you as they respond was a thing of science fiction and far divorced from reality. Now it is just a normal part of everyday life. In my old trade, groups of musicians are using similar technology to broadcast online ensemble performances from the comfort and safety of their own homes.

So what has that to do with FoSCL? Well it is a case of rapid communication; a lot of us are resistant to it but the fact is that to ignore it is to mean getting left far behind. There is no doubt that COVID-19 has changed the world for ever – we will never go back to the way things were. For example the effects of working from home, already seen with the reduction in commuter traffic on Fridays, will be extended as people get more used to teleconferencing; one prediction is that peak rail traffic will in future be restricted to three days – Tuesday, Wednesday and Thursday. FoSCL will not be immune from this and, either we bite the bullet and shape change in our way, or we will have it forced upon us out of our control.

Let us all hope that we can soon enjoy the wonderful Settle-Carlisle Railway again.

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

FoSCL Notes

AGM 2020

There are currently no plans for a replacement date and procedure for the AGM. The committee will keep the matter under review with a final decision taken in time for the August magazine distribution. For preference, and if at all possible, this will be a face-to-face meeting to be held at a suitable venue. However, with some experts predicting a second spike of Coronavirus and a further lockdown, other options may have to be considered.

Please note that, in view of the uncertainty caused by the present situation, the August magazine may be delayed and also may be comprised of fewer than the usual 40 pages.

Paul A. Kampen, Hon. Secretary - May 27th 2020

Deceased Members

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

Mr David Boulton
Mr D W Brackfield
Mr Denbigh
Mr KD Duffin
Mr David Fisher
Mr Ian Graham

Mr Eric Jarrold
Dr E.M.H. Jones
Mr David Karran.
Mr Michael Kenyon
Mr Ted Marsh
Mr Colin Pepper (Ex FoSCL Secretary and Editor)

Mr Andrew Ronald
Mr Jack Smith
Mr Brian Geoffrey Staniland
Dr Stansfield.
Mr Denbigh



56049 seen at Appleby on 23/05/20 with a working from Carlisle to Armley (Leeds).

Photo: Mike Summers

Constitution Comments

from
Martin Pearson, Chair of Constitution Review Group

Observations

Next Steps

It is very very unlikely that the FoSCL Committee will want to proceed with a Special General Meeting in 2020, when eventually we are able to meet together properly.

My personal thinking is that the comments received from members will be considered by the Committee, whilst we will also have to take a view as to whether the unique circumstances caused by COVID 19 justify further changes. The Committee will then decide how to proceed.

Thinking Behind The Changes

The section below elaborates some of the thinking behind the proposed changes

Reducing the time between nomination and AGM

This is currently at about 5 months. Changes to clauses 8,10 overcome this

Quorum Probably just common sense to reduce this from 40 to 30. Clause 13c

Protecting FoSCL Finances

When FoSCL was first formed few thought we would have substantial reserves. Thanks to the generosity from legatees we now do. These are aimed at reducing the risk to our finances.

- **Internal Fraud.** *The changes to clauses 14 and 15 reduce the risk of internal fraud. If in doubt consider cases where a crooked finance officer became Company Secretary and thus controlled the level of audit which did not require the auditor to certify bank balances.*
- **Carpetchagging.** *Periodically cases emerge of plausible individuals full of energy presenting themselves as possible Chairs etc. A requirement that candidates for officer positions need membership of 3 years, will deter such individuals. A shorter one year term may not be sufficient. Clause 15*
- **Termination of Membership.** *Just a small number of people who apply to be members may have totally different reasons for joining, than those already here. Its often called "entryism" and is now a feature of public life. The change in clause 7b deals with that matter.*

Student Membership. We have 8 junior members. We need to recruit more under 21's. The idea of free membership (albeit it with the Journal in electronic form) is just one step. Clause 5(iv)

Diversity Clause We are required to have such a clause when dealing with official bodies. The FoSCL Committee adopted that in 2018. Since we were reviewing the constitution it made sense to do this and sends out a positive message. Clause 4

AGM Voting. A debate takes place. often annually as to whether a candidate is elected, if say there are only one nominee for an officer position, or 3 for Committee Membership. The change brings the constitution specifically in line with the legal advice. Clause 9c

Your Email addresses, and online membership renewals

Those of you for whom we have email addresses will know that we've used them to send out two Emergency Newsletters. We had a lot of positive feedback and we'd like to widen this out beyond the roughly one third of members who were able to receive them. If you didn't, and would like to in future, please email webmaster@settle-carlisle.com.

Thank you to all who have renewed online. It's so much less trouble for you and for us, compared with sending a cheque in the post, and it's safe. If you've not tried it before, have a look at <https://www.foscl.org.uk/shop/catalog/memberships> The Appleby office is closed at the moment so we are rarely able to pick up our post from there. For those who've requested membership cards, as long as the office is closed we can't print them but don't worry, you'll get them in due course.

Richard Morris
Webmaster, FoSCL

Guided Walks

As I think back to the start of the year things were going very well. We had just held a walk leaders meeting and were up to nearly a full complement of walk leaders necessary to undertake a challenging programme of around 90-100 walks a year. The numbers on our walks were steadily increasing despite the adverse factors such as recent industrial action, weather incidents, line closures etc. Indeed the leaders had just submitted the walks for the summer programme due to start in May 2020 as we have to plan significantly ahead. The summer leaflet had gone through the initial design stages all of which we do ourselves. What could possibly go wrong?

However by early March the reality of the problems associated with Covid-19 began to unfold and even before restrictions we had taken the responsible decision that we could not encourage walkers to travel on the rail services. Even if we hadn't done so, the lock down restrictions would have ensured that we couldn't carry on.

This had various implications one of which was the cancellation of the 1st aid courses which our volunteers are obliged to complete. Indeed, this will be a pre-requisite of recommencing our operations. The question then remains as to what will happen when restrictions are lifted which will surely be a staged process. Unfortunately leisure use will not be seen as a priority and, therefore, the reality is that it may be some time before we can restore normal operations.

However, one thing is for certain. We will resume the guided walks at some point but only when it is safe and sensible to do so. There will be many of our regular walkers who are missing their excursions from the line and eager to get back!

In addition, it is probably safe to say that visitor numbers are likely to increase in the future as many folks prefer to stay in UK rather than fly. In fact as many of us already know, the scenery around the S&C has just as much to offer (if not more) than some further afield destinations! When this happens the guided walks will be ready to perform an important role in attracting visitors to the line.

John Carey
Guided Walks Co-ordinator

Membership Office and Railcards

Could all members please note that, as Richard Morris says in his note, the Membership Office at Appleby is closed until further notice. Post is being picked up from time-to-time and processed by staff working from home. However, those members who do use the post for membership renewals etc are bound to experience some delay.

Could we please also respectfully remind people who purchase Dales Railcards that they must only be used for essential travel until the current restrictions are relaxed.

Paul A. Kampen - FoSCL Secretary

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

You can pay for your membership online at:

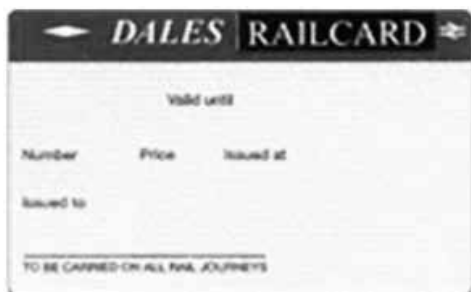
<https://www.foscl.org.uk/shop/catalog/membership>
by cheque to the above address or by standing order.
Standing order forms are available on request or they can be downloaded from the above web page.



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

Please quote your membership no as the reference.

FoSCL Dales Railcards should be purchased online at:
<https://www.foscl.org.uk/shop/catalog/railcards>



Please show the forename to be printed on the railcard as well as your surname. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri. Alternatively, you can pay by cheque by writing to the membership office providing your name and membership number. The current cost is £12.50 per person. Railcards will now be issued through the booking office at Appleby. Please allow 7-10 days for delivery. Keep up-to-date with events and offers by registering at: www.settle-carlisle.co.uk

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

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

FoSCL has accordingly reflected these changes in its Privacy Policy.

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

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

News Notes

Obituaries

Ian Graham

Ian Graham died April 9th 2020 aged 84, peacefully at his home at Wigton.

Ian was a volunteer at the preserved Armathwaite signal box, first coming to help me in 2011.

His knowledge of the railways and his stories of his railway life were great assets to me and to the signal box.

He worked on the railways from the age of 15 to 55, as a fireman and then a driver of diesel trains - many on the Settle to Carlisle railway.

After leaving the railways he worked as a rental car driver and was also Melvyn Bragg's chauffeur when he was in Cumbria.

Sadly missed by his wife Jill and family and all at Armathwaite signal box - especially myself.

John Johnson.



Ian Graham (centre) with John Johnson (right) and 'Tommy' at Armathwaite for a schools' event in 2012

Mark Rand writes:

Ian Graham's death in April brought to an end a lifetime's service to this railway line, as a worker and as a supporter. Ian was one of a dynasty of Carlisle Gramhams who worked on the railway. His association with the line continued into retirement as is the case with many railwaymen. A FoSCL member, Ian would travel often to Settle to play his part in the buzz of volunteer activity there. Saturday train times meant he would arrive in Settle earlier than others and he would often call at the water tower to encourage and advise on railway details especially with the coal truck as it was being rebuilt. His eye was always open for 'surplus' bits and pieces - a shunting pole, the buffer-stop oil lamp and a hand-brake stick arrived via Ian. The brake stick was used as a horribly dangerous lever between the leaf spring and the brake mechanism on moving wagons had eluded him - so he made one. Pictured here to the right is Ian proudly showing me a photograph of him as a 24 year old fireman taking some well earned fresh air after firing up the Long Drag with a train of anhydrite. My interest must have made an impression on Ian as the following week the photograph returned, framed by him.

Lung cancer was taking its toll and he knew it. Asbestos insulation then on steam locomotives had contributed but Ian was philosophical about it. "At every single beat of the engine those plates would flex, releasing a tiny amount of asbestos dust every time" he would say with a shrug.

Ian was a stalwart supporter and helping hand at FoSCL's Armathwaite signal box where he will be especially missed. And remembered with affection.

Colin Pepper

The sudden death of Colin Pepper on April 3rd aged 75 came as quite a shock and our thoughts are with his wife Fiona and family.

I had already known Colin for more than a decade when I met up with him again on the Friends committee in the early 80's. I



recall at that time he was Joint Newsletter editor with David Stuttard. He then took on the important role of Secretary between 1985 -87, that period took us through the TUCC Hearings and gave extra work to all the Committee. During that time the Secretary's role took on even more responsibilities and to take account of that an additional post of Assistant Secretary was created.

However, Colin will always be

remembered for drafting and formalising our first Constitution, his legal knowledge was a great asset and he also played a part in revising our Constitution as the Friends evolved into a much larger and professional organisation. His attention to detail was particularly noticeable in anything with legal overtones. This accounted for the fact he did spend most of his working life in Local Authority legal departments.

Colin was a loyal and reliable member of the committee, his contribution, first as joint Newsletter editor and then Secretary was much valued during the campaign to save the line.

He had other interests that ranged from railways to trams and canals. He was also member of the National Trust, therefore historic houses figured on his list of interests. He had an encyclopaedic memory and could reel off dates of kings and queens through the ages and conclude by saying, "well you would know that, wouldn't you"! He enjoyed walking and visited the S&C and surrounding countryside on many occasions.

Although it is many years since he left the Friends committee he continued to be active, being a regular member of Pete Shaw's Newsletter packing team until it was contracted out a couple of years ago.

Farewell my friend - thanks for the memories.

Brian Sutcliffe M.B.E.

Remembering Ron (Cotton)

By Brian Sutcliffe M.B.E.

I clearly remember my first encounter with Ron Cotton; it took place in his office at Manchester Piccadilly Station shortly after he took up post to oversee the closure. Entering the office, it was a large office with a large desk, and as to be revealed, a larger than life character sitting there, minus his suit jacket, but sporting a broad striped shirt adorned with a pair of bright red braces. He arose from his chair and came to greet me, a tall smartly dressed man whose stature displayed an imposing presence. Following a constructive discussion, I left thinking that here we could have an ally, albeit from an unlikely source. Everything about that first meeting seemed larger than life and probably was! Unfortunately not all the Committee could be convinced that here was a man we could work with to our advantage.

Ron's achievements have already been well documented previously by David Ward and Edward Album. Nevertheless, I would like to mention one that in

today's railway would be unimaginable, that on several Saturdays when there were too many people for the morning 10 coach train from Leeds, a relief train was conjured up with a loco and all the passengers had a comfortable trip and went home happy. Imagine that today! For those of us of a certain age and long memories, the Yorkshire Area TUCC hearings of 1986 gave Ron the opportunity to answer questions relating to BR's case for an alternative service via Carnforth. This involved running the loco round the train and having to wait half an hour to access the main line. The controversial Chairman of the Yorkshire Area TUCC, the late James Towler, ridiculed this idea, bringing laughter from the objectors and embarrassment for Ron, who took it on the chin. I am sure he was aware how impractical this replacement service would be! A few months later Ron introduced the Dalesman service, opening 8 previously closed stations, this was to be his last act, 6 months later he took early retirement.

When the reprieve eventually came the Friends held a grand celebration event in Settle, and were pleased to have Ron join them on that memorable day.



Fast forward now to 2014, and the 25th Anniversary train to Carlisle. On arrival back at Leeds, I was one of a small group on the platform talking to Ron while he waited for a connection. He was, like me, 25 years older, but just the same Ron Cotton I had first met so many years ago. That was the last time I saw him. His contribution, in a little over 3 years in post, was immeasurable. We were indeed fortunate to have met him and been able to work with him. He may have gone but he and his achievements will long be remembered.

Ribblehead Viaduct is Falling Down?

by Mark Rand

The Daily Mail published this on May 9th:

Historic Ribblehead viaduct threatens to collapse after walkers are hit by falling rubble from structure that cost more than 100 workers' lives when it was built in 1870s

The article which followed amplified that 'shock-horror' headline. *The Yorkshire Post* followed with a similar story.

FoSCL members who read these stories may well have been alarmed! Please be assured the Ribblehead viaduct is not threatening collapse and as far as we know, no walkers have been hit by falling rubble. It is made of hard limestone which does shed pieces from time to time. Just look at the scree slopes below any limestone escarpment.

The situation is that Network Rail (NR) have been dutifully carrying out routine inspections and doing necessary works during the three decades which have followed since the viaduct underwent major repairs which were a major factor in ensuring the reprieve of the S&C from closure. The engineer in charge of those works was FoSCL member and S&C stalwart Tony Freschini.

The state of disrepair of the viaduct at that time varied considerably from pier to pier. In summary the king piers were hollow inside and crumbling on much of their outsides. King piers were filled. Rubble-filled intermediate piers were injected with fly-ash and cement, the deck was waterproofed and outer stones were replaced with reinforced concrete, moulded and coloured as they went to achieve the remarkably pleasing appearance we see today. The track had been singled earlier and single track was reinstated to keep costs down at a delicate time for the line. Bracing rods had already been inserted right through many of the arches and where necessary every third voussoir (arch stone) was stitched to the fabric of the viaduct. That work left the viaduct almost certainly stronger than

when the Midland Railway built it.

Now, NR are about to stitch many more of the voussoirs to build on that work of 30 years ago using proprietary and well tested systems. Other work is also being done whilst access is in place. Meantime traffic, including heavy freight, continues above.

Several months ago I wrote a lengthy piece for RAIL magazine and gained an insight on the maintenance regimes for Ribblehead and other S&C structures. NR were very helpful in providing much detail and the picture which emerged was one of great attention, caution and continued investment in the S&C route. The massive landslip at Eden Brows was, if evidence was ever needed, an example of the line's renewed strategic importance. Far from 'threatening to collapse' the Ribblehead Viaduct is to be maintained and strengthened even further. It is a big job and it is a big viaduct! Falling down it is not.

Below is NR's media release which gives more detail:

Work will take place on the viaduct between July and October 2020, when there will be:

- Brickwork repairs along the structure
- Removal of vegetation and repairing the damage caused by plants and weeds
- Upgrades to drainage systems across the viaduct's 24 arches
- Repainting of metal and pipework in one universal colour

Marc Vipham, route asset manager for structures at Network Rail, said: "It's a privilege to look after so many significant buildings and structures across the rail network, but Ribblehead viaduct has got to be one of the crown jewels of Victorian civil engineering. "We know that the structure is incredibly important both locally and internationally, and we want to give it the care and attention that it deserves so that it can be enjoyed by future generations of both passengers and sightseers."

Scaffolding will be installed on sections of the 400m viaduct so engineers can safely carry out the vital upgrades.

Network Rail is working closely with Historic England and the Yorkshire Dales National Park to ensure the work

is sympathetically carried out in line with guidance for historically significant structures.

Steve Hopkinson, regional director at Northern, said: "The viaduct is iconic and we're really proud to have such a magnificent piece of engineering on our network. "It is also a vital - and much loved - part of the hugely popular Settle - Carlisle Line and the work being carried out will ensure future generations are able to enjoy one of the most beautiful rail journeys in the UK."

FoSCL Chairman **Paul Brown** said: "This work has come about as a result of regular inspections of the Ribbleshead viaduct. We work closely with Network Rail and welcome this investment in the line's future. The Ribbleshead viaduct was once seen as the route's major weakness. It is now probably stronger than it was when the Victorians built it. This work is needed to keep it that way."

Horton Quarry Re-Connection

The long overdue rail re-connection of Horton Quarry has not been helped by the COVID 19 lockdown and things have been quiet. Network Rail though have tabled a proposal for a new footbridge at Horton station, complete with lift access on both sides. FoSCL has responded to the plans which would be out of keeping in heritage terms but which cannot be allowed to

frustrate the overall scheme.

The present hazardous foot crossing has to go but there is an existing underpass at Horton or space for a newly built one. The Dales roads and villages have suffered badly with lorry traffic since Horton Quarry was disconnected from the rail network in the late 1960s. There was said to be four miles of track within Horton Quarry, the access roads being seen in this picture, courtesy of the WR Mitchell collection.



The reversing manoeuvre into the quarry was tricky, involving a tight bend followed by a steep curving incline. Getting the right speed and power was critical. Re-connection is an objective of, among others, the Yorkshire Dales National Park Authority and FoSCL.

Mark Rand

The proposed bridge and disabled access lifts for Horton-in-Ribblesdale.

Image c/o Network Rail



Lancashire DalesRail

The summer Sunday Lancashire DalesRail service from Blackpool North to Carlisle via Hellifield had a successful season in 2019 after successive years of disruption. Northern guaranteed that the service would run each week and, true to their word, it did. It took some time for confidence in the service to return, many regulars returned and the number of daytrippers increased though the unreliable summer weather inevitably affected loadings on some Sundays. Improved publicity and a promotional video also helped as did the provision of refurbished Class 158 units.

All these factors led to an increase in patronage and a total of 1921 passengers were carried – an average of 113 per week which was the best for some years. Seventy two guided walks were organised by Lancashire Rail Ramblers and were reasonably supported. Monthly connecting coaches went to Swaledale(2), Teesdale, Wensleydale and Ullswater.

It was expected that the success of last year's service would be the foundation for greater success this year. Two new weekly bus services were planned to link with the train – one from Settle Station to Malham via Langcliffe and the other from Kirkby Stephen Station to Richmond via Nateby and Keld. There would have been

a full programme of guided walks and monthly coach links. Passengers from West Yorkshire would have been able to make a reasonable connection at Hellifield and in the evening the service was timetabled to depart from Carlisle an hour earlier than in previous years and run ahead of the Leeds service. Alas, given the current situation, it is looking extremely unlikely that any of this will take place.

Should the train run, and should it be possible to organise an amended guided walks programme, the details will be available at www.dalesrail.com

**Craig Ward –
Chair, Lancashire Rail Ramblers**

Graham Nuttall

2020 sees the 30th anniversary of the death of FoSCLA's first secretary and co-founder Graham Nuttall. Tragically soon after the line's joyous reprieve from closure Graham and his beloved dog Ruswarp had gone walking in the Welsh mountains. There, alone but for Ruswarp, 41 year old Graham had died. Faithful Ruswarp remained with him for 11 winter weeks until they were both eventually found.



This photograph (above) of the Ruswarp statue at Garsdale was taken by Anthony Ward. The heavy frost adds its own poignancy to sculptress Jo Walker's Ruswarp which commemorates the campaign to save the line and the loyalty of man's best friend.

Left: Ruswarp and friend.



Integrated Transport

At the time of writing for the last journal it is probably true to say that the potential impact of Covid-19 could never have been fully appreciated. However, the effects on both bus and rail services have been swift and significant. In all likelihood it will affect many of the connecting bus services even as restrictions are relaxed.

The immediate implications have been a massive reduction in rail travel due to the necessarily imposed essential-user only policy coupled with social distancing measures on trains. However, for most bus services, social distancing is problematic and the reduction in seats would make services unviable. OK, the government have stepped in with some support. There is the further problem of protection to the driver on the smaller buses where Perspex screens are impractical.

Several services have been suspended including the Western Dales services S1, S3, S4 and S5. Meanwhile, The Little White Bus has continued to operate some level of service on the routes between Garsdale and Leyburn with distancing measures and the Sunday DalesBus 856 from Hawes to Northallerton has continued, all of these potentially used by essential workers and lifeline to this part of the Dales.

The DalesBus summer timetable eagerly anticipated by many for Easter has necessarily been suspended and the DalesBus volunteer directors are reviewing whether any services can be reinstated later in the year based upon current government advice and, of course, the rail services. This has meant no Northern DalesBus from Ribbleshead into Swaledale, a disappointment for many. Other services have continued on a much reduced timetable such as the 581 from Settle to Kirkby Lonsdale and the 563 from Appleby to Penrith.

The question remains as to what will happen to the already fragile community and commercial operations when the new 'normal' starts to emerge. Passenger confidence will surely have been dented and some passengers may not even want to travel in the initial stages. However, it

would be tragic were we to lose any of the hard-won services and every effort must be made to ensure that these are sustained at the pre-Covid service levels and expanded as soon as the situation permits. Confidence will resume and with 'staycations' being the most likely preferred option as opposed to overseas destinations, the Settle Carlisle might even be an ultimate beneficiary.

FoSCL recognises the importance of integrated transport to the Settle Carlisle line and will play its part. Indeed, we have already made a submission to the All Party Parliamentary Inquiry into the Decline of Rural Buses in addition to the report on Integrated Transport published earlier in the year. For anyone wanting to gain insight into how buses work their relevance to the line, a read of this document would be a good starting point: www.dalesbus.info/SCL-IntegratedTransport.pdf

In the meantime please check the website: www.dalesbus.org for service updates and, of course, check the train timetable for any changes.

John Carey

'The Architecture the Railways Built'

is a series of ten one hour programmes being screened currently at 8pm each Tuesday evening. Episode four was shown on Tuesday 19th May and it focused heavily on the S&C, emphasising how the Midland Railway built the line in very fine style and with apparently little regard for the cost 'because they could'. Filmed at various locations along the line there was detailed coverage of Ribbleshead and its viaduct and Settle station, signal box and water tower. If you missed the programme you can still see it on the UKTV Player at

<https://uktvplay.uktv.co.uk/shows/the-architecture-the-railways-built/watch-online/6149637399001>

Presenter Tim Dunn says that he thoroughly enjoyed his day's filming on the S&C - and the sun shone obligingly. His commentary inevitably praised the line's builders and architects but so too the 'local people' who campaigned to save it.

Special Traffic Report

Dec	9th & 10th	66xxx	Ribblehead Quarry Sidings - Hunslet
Dec	21st	60103	Crewe - Carlisle
Dec	23rd	NMT	Heaton Derby
Jan	21st	60055+60046	Boston - Carlisle, spil empties
Jan	23rd	35018/47xxx	Euston - Carlisle
Jan	20st & 25th	NMT	test train
Feb	2nd	46115	Carlisle - Euston
Feb	14th	70808	Carlisle - Doncaster, 3 empty log wagons
Feb	22nd	45596	Oxenhope - Carlisle
Mar	14th	47593+47810	Crewe - Carlisle, Statesman
Mar	14th	"45562"	Carlisle - Crewe
Mar	16th/22nd	NMT	
Mar	18th	37424+423	Derby - Mossend test train
Mar	24th	56096	Doncaster - Carlisle 3 empty log wagons
Apr	12th	37610	Derby - Carlisle test train
Apr	13th	NMT	Heaton - Derby

Since the onset of the Coronavirus lockdown all traffic has been much reduced, with some Network Rail test trains continuing, plus freights conveying the engineering wagons, and a few Arcow stone trains.

Pete Shaw



Steam traction on the S&C during 2020 is another casualty of the COVID-19 crisis and we are unlikely to see scenes like these again before 2021.

Here 45596 Bahamas is seen working the Keighley KWVR to Carlisle tour (1Z57) as it gets to grips with the gradient & the wind and rain at Horton-In-Ribblesdale.

Photo: Pat Arrowsmith

EST 1990



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Emergency Newsletter
March 2020
No 1



The Friends of the Settle - Carlisle Line

Volunteers Newsletter

“It was the best of times, it was the worst of times” - “What a carry on” - “I’ve never known anything like it” - “Never a truer word spoken”, I’m sure we’ve been using or heard some of these phrases lately. I think throughout all S&C history this is probably one of the most uncanny, unusual, surprising but most serious events we’ve experienced.

So, while we do our bit for Queen, country and for self-preservation, under Government instruction in Isolation terms, the committee members and I thought we’d put together a newsletter to keep you all up to date with the day to day things relating to the S&C route and services, its volunteers and in general.

On Tuesday 17th March some FoSCL officers took the decision to stand down all volunteer activities - shops and sales, on-train guides, preserved signalboxes, leaflet distribution, station adopters and Unit 8a workshop. Thank you all team leaders for your help in this.

On Wednesday 18th March news came through that the S&C Development Co. would be suspending trolley services from that day onwards to reduce the risk of staff members contracting the coronavirus whilst undertaking their activities, mixing with the travelling public. This also applied to the S&C Dev Co. members of station staff because of the high risk of dependents at home. Thus, leaving the main Northern employees in post at Settle and Appleby to cover station duties, i.e. myself and Manny Wright.

On Tuesday 24th March an emergency “Key Workers” timetable was introduced on all Northern Routes; our route is now currently running 4 train services in either direction per day, Monday to Saturday. Those services are the 07.48, 10.49, 13.18 & 16.48 from Leeds and the 08.24, 10.49, 14.50 & 16.18 from Carlisle. A revised separate Sunday timetable is being looked at during the present time and should be implemented over the next week or so.

On Thursday 26th March an instruction came through to lock up and isolate all station waiting rooms and shelters, with exception of those waiting rooms which had ticket offices within that portion of the building. A strict instruction came through to mark up the waiting room seats in those areas as “Not a Seating or Waiting area”. It also saw the withdrawal of cash transactions for tickets at booking offices, card only.

At present the trains have consisted of 2 car units and for those of you who are unit cranks we even had a lesser spotted 156 unit down from Carlisle, No.156468. The units that usually work the S&C are class 158s coupled sometimes with 153s and if something has completely conked then class 150s. Class 156s generally work the West side of the Northern network and Carlisle – Newcastle.

Since the inception of the “key worker” timetable the trains have been running very much empty, virtually 3 to 5 people per train if that, a heart-breaking sight by all accounts but realistically, it’s good and imperative that people are taking the various restrictions seriously.

Postponement of the May FoSCL AGM: With regret but under the current isolation lockdown restrictions, the May FoSCL AGM is presently postponed. All officers and committee members will remain in post during the restrictions of the pandemic. We will re-call an AGM as soon as we are permitted to and advertise the venue, date and time accordingly.

Unit 8A Workshop volunteer - Ged Pinder: I arrived back to work on Thursday 19th March where I met workshop volunteer Ged Pinder at his usual arrival time of around 09.00 for the usual update on projects and coffee before undertaking the usual unstoppable work mode progress. It soon became apparent to me that something was seriously wrong, sadly he’d

lost the ability to speak and he looked confused, the words he attempted to speak became a drone. I took him to the station office where I performed various recommended tests and called 999 for the ambulance. There was no restriction in movement of his arms or legs, just his speech. The Ambulance turned up within 5 to 10 minutes and promptly took Ged to Bradford Royal Infirmary where tests were carried out to find a small blood clot on his brain. Ged was alert, comfortable and the hospital informed us they could treat the affected clot. While he was in Bradford hospital he was given some speech therapy which he was responding to very well. After 2 days Ged was well enough to transfer to Airedale Hospital on ward 5 where he currently is. I'm told he's in good spirits, comfortable and progressing very well with his speech so much so he's practising various chat up lines with the lady nurses. He's very determined to get back to the workshop and press on with the outstanding projects but realistically he needs to rest and progress sensibly and steadily. Best well wishes to him from all at FoSCL.

Birthday Wishes: "Happy birthday to you, happy birthday to you, happy birthday to Ruth and Lisa" A happy birthday to FoSCL committee member Ruth Evans and a happy 50th Birthday to Dev Co. Station staff at Settle, Lisa Smith. Rest assured your age will be the best kept true secret with everyone!!! All the best from all at the Friends.

Future Projects: Obviously with the current restrictions we can't hold public meetings but when we eventually get the green light to recirculate and mingle again I'm very keen to peruse The Nature Line project with Marion Armstrong, Pete Shaw and all our station adopters and gardeners. One more good point of interest as we're in nature mood and one for the "twitchers" the Chiffchaffs have returned to Settle. Bird song and warbling is very prominent with all the uncanny silence everywhere but the sound of the Chiffchaff is very distinct and they are back with us, so let's have some hope and look forward to a return to some form of normality soon.

Finally: We're looking for ideas while we're in isolation. Most of us have access to a computer and we can't rely on this lovely weather for ever so once we're confined indoors what things can we compile via computer which will have benefit to us later? Someone suggested a photo log of the S&C through the ages. Or maybe there are some old records we could digitise? Let us have your ideas and we can see what's possible.

Best wishes and stay safe everyone

Paul Brown - FoSCL Chairman

The S&C Journal

As the current COVID - 19 crisis unfolded and it was clear that the 2020 AGM could not go ahead as planned, discussions commenced on getting the May journal out early - rather than late as was the original intention due to the AGM timing.

Our printers, Fretwells of Keighley who also pack and post the journal for us, accepted the timeline which I proposed but warned that they may have to close down either voluntarily or on the advice of H.M. Government.

This proved to be the case and it is now very unclear when another journal can be produced: the worst case scenario is not until the end of 2020 but it is much better not to try and predict a date at this time. If you have anything for the magazine please email it to me at: editor@settle-carlisle.com but please do not be surprised if you do not see it in print for many months. We will issue another emailed newsletter/s if and when this is deemed to be necessary.

Keep safe!

Paul A. Kampen - FoSCL Secretary/Editor

FoSCL Membership

The Settle-Carlisle Railway Development Company (DevCo) have put the following statement on their web site:

"From Tuesday 24th March 2020 the office at Appleby station will be closed for the foreseeable future. All queries relating to website shop sales, Group Travel, Dales Railcard purchases and anything else will be dealt with via email only.

This is in response to the ongoing effort to overcome the current COVID-19 situation and the need to protect the health and wellbeing of our staff.

From Tuesday 24th March 2020, we will also be pausing all sales made through our online shop as we are unable to cover this function at this time.

We look forward to bringing these services back soon.

Any further update will be made available here on our website, Facebook and Twitter."

This affects the FoSCL membership system, as membership administration is carried out for us by DevCo staff at Appleby. I have collected the FoSCL membership computer from Appleby together with the external hard drive used for backup and they are now safely stored in my house.

At the end of February and start of March we were very pleased to be deluged with members paying their annual subscriptions. However, this influx means that there were some hundreds of membership renewals still outstanding when the office had to be closed at short notice. This will have no effect on people's memberships, they will be dealt with as soon as the staff are able to return. However our Treasurer will have to wait a little longer to receive some of the membership income! The roughly two hundred online renewals had all been completed when the office closed.

For the time being I shall deal with any queries sent by Contact Us from the web site and shall monitor the email address membership@settle-carlisle.com. Any post to the Appleby office will be checked on a weekly basis in case there is anything that needs to be dealt with urgently.

Richard Morris, FoSCL Webmaster - 27th March 2020



	
EMERGENCY TIMETABLE SERVICES FROM SETTLE MONDAY TO SATURDAY	
FROM TUESDAY 24TH MARCH 2020 UNTIL FURTHER NOTICE	
TO CARLISLE	TO LEEDS
08.50	10.02
11.51	12.34
14.17	16.28
17.49	17.56



COVID - 19 Emergency
Newsletter
May 2020
No 2



The Friends of the Settle - Carlisle Line

Essential key worker passenger services

A month has passed since the last FoSCL newsletter so here is the latest update of what's happening on the S&C route.

Settle and Appleby ticket offices remain open at the present time, staffed by myself at Settle and Manny at Appleby. All the waiting rooms on the line are currently closed and locked out of public use. For Manny it's a 90-miles drive round trip (76 miles if by train) from home to work at Appleby, for me it's a 38-mile round trip to Settle. Appleby is open Monday to Saturday, closed Sundays. I'm currently working thirteen days with a compulsory one-day break, then back for another thirteen days. I've actually lost track of days in amongst the lockdown period.

We continue to be served with four trains a day, seven days a week. There is a Monday to Saturday timetable and a separate Sunday timetable service, the services are for key workers and essential travel only in accordance with the Government's guidelines. Monday to Saturday services from Tuesday 24th March until further notice on the S&C are served with:

From Leeds - 07.48, 10.49, 13.18 & 16.48

From Carlisle - 08.24, 10.49, 14.50 & 16.18

Sunday services from 5th April until further notice on the S&C route are served with:

from Leeds - 08.59, 12.28, 16.23 & 18.52.

From Carlisle - 09.25, 12.25, 16.07 & 19.11

These are for essential and key workers travel only. Around 0 to 4 key workers are using the train services on average daily.



Paul Brown driving former 0-6-0 PBA (Port of Bristol Authority) Hudswell Clark 204bhp diesel No D23 'Merlin' in 2000 whilst loading steam loco Furness 20 at Ingrow West Yard, Keighley and Worth Valley Railway.

Freight services, Rail Tours and Coach Parties: As most members are aware the S&C route operates a handful of freight traffic to keep the West and East coast main lines clear for the fast-express passengers to operate efficiently and frequently, as well as serving industrial operations based within its own corridor at the Arcow stone quarry in Horton in Ribblesdale and the Gypsum plant at Kirkby Thore. For operating crew members, it provides alternative route familiarity if other lines are blocked. About 8 different types of freight operate the route generally, Stone, Cement, Engineers, Timber, Gypsum, China Clay, light engine moves, tamper and stone blower units. Ever since the pandemic lockdown this has now reduced to the local stone quarry and NR engineers freight only. Another regular operation in suspension is Steam and Diesel Rail tours. Coach parties also are cancelled until further notice. Operations consist of running the essentials only until the danger has passed.



Left: Manny Wright holds the fort at Appleby.

Photo: Simon Higgins

Twitchers: The Willow Warblers have now returned to Settle and are joining in the dawn chorus with the Chiffchaffs. It's usually around this time we get some of the coast birds back so I'm keeping a watchful eye and listening ear for the whole compliment to be back on parade. Volunteer Gardener for Settle, Marion Armstrong provides an update in this issue.

Workshop volunteer - Ged Pinde

I'm pleased to report that Ged has made a remarkable recovery since our last newsletter. Within two weeks of being admitted to hospital, Ged is now back home looked after by family members and thankfully his speech has improved tremendously. Friday 3rd April Ged called passed Settle station with his son while they were out on their daily exercise, very briefly Ged said a few words of thanks for contacting the emergency services on the morning of Thursday 19th March. He formulated his words and sentence perfectly, he was extremely grateful

to all the NHS Doctors, Nurses and other members of staff who looked after him at Bradford Royal Infirmary and Airedale hospital. You can probably tell how much true pride he takes with the workshop because on his return journey back from the hospital to home in Settle, chauffeured with a couple of lady nurses, he couldn't help but create a slight route diversion via the workshop to show them what work he undertakes for FoSCL. If you ask me, I think this was another attempted chat up tactic but decide for yourselves..... He passes on his sincere thanks to all who have wished him a speedy recovery and best well wishes.

Best wishes and remain safe everyone.....

Paul Brown - FoSCL Chairman

Newsletter Distribution

We had around 1100 members' email addresses on our membership database so we sent the first Newsletter to all of you – thank you for letting us have your address in the past. Around 200 bounced, not surprising when we've never done this before and some of the email addresses will have been very old. I've now been right through, deleting the invalid ones, and we can now send emails to roughly 900 members and be confident that they will receive them. It turns out that all email systems, even the big ones like Gmail, have restrictions on bulk emailing. We can send out to a maximum of 500 recipients a day and 100 per hour from our settle-carlisle.com email address. Tedious, but they can all go out over a couple of days. Should we use a third party online distribution service like MailChimp? While it would remove this sort of restriction, we think not. It limits the design of what you send out so we don't think it would be suitable for our newsletter. Also, it's designed for large scale marketing campaigns and that is something that we would not undertake with our members, nor would we want a third party to get hold of our members' personal data.

The FoSCL membership system: First, thank you to all those who have renewed online. This means that we get your subs and in some cases generous donations up front and it's a lot less trouble for you! Because of the current restrictions, there are a large number of cheques in the Appleby office waiting to be paid in, and at the time of writing it's not clear when we shall be able to process these and pay them into the bank. The FoSCL membership laptop was retrieved from Appleby at the start of the lockdown and is now safely stored in my house.

Social media: People appreciate tweets from @foscl even more than usual during the lockdown and the number of followers increases fairly steadily; we now have 1520. We had a bit of fun recently by posting a photo of Arten Gill viaduct, asking if people knew which one it was. Three got it right, and one of them sent us a couple of very fine photos of it with sheep in the foreground. Speaking of which, Mark Rand unearthed an old photo of Ribblehead sheep market taking place on the track up to the station, which I duly tweeted. Nothing like a bit of variety to keep people interested! If you don't do Twitter, have a look at the www.foscl.org.uk home page: all our tweets are viewable in the right hand column, just scroll down to see the older ones.

Dave Lacey continues to do an excellent job for FoSCL on Facebook and this is bringing in another increasingly large group of followers. Look for the page Friends of the Settle-Carlisle Line. All good publicity for FoSCL and the S&C, especially as we appear to be the only ones doing this within the S&C family.

Richard Morris - FoSCL Webmaster

Virtual Visits and trips down memory lane

Sadly, the lockdown restrictions mean that most of us are currently prevented from making a real world visit to the Settle-Carlisle railway. However, we can still make a 'virtual visit' via the following page on the FoSCL website:

<https://www.foscl.org.uk/content/virtual-visit>

This webpage includes links to

- * A small image gallery.

- * The webcams at Ribbleshead, Horton-in-Ribblesdale and Kirkby Stephen.

- * The SCRCA Project database (which now boasts more than 7,000 photos of railway-related structures between Hellifield and Carlisle, plus hundreds of related articles and potentially interesting 'snippets' of information).

- * The 'Explore More' system (with its high-quality aerial imagery and a steadily expanding collection of old photographs and other interesting material).

This period of relative confinement may also be an opportunity for some of us to take a trip down 'memory lane' by reviewing (and perhaps indexing and / or digitising) our personal collections of photos, videos and cine-film footage. If you are inspired to do this, please keep in mind that the SCRCA Project team is actively seeking images showing railway-related structures within the conservation area, especially structures that have been demolished or significantly altered. For more information about the type of material we're looking for, please refer to our

“Plea for Information and Images” on the SCRCA Project website at:

<https://scrca.foscl.org.uk/plea-information-and-images>

Finally, those with a nostalgic interest in the Settle-Carlisle line may enjoy the following ‘free to view’ clips available in the British Film Institute’s online archive:

A 25 minute long Yorkshire Television documentary from 1985 entitled

“End of the Line?”: <http://player.bfi.org.uk/film/watch-end-of-the-line-1985/>

A 51 minute film made in 1963 by members of Halifax Cine Club entitled “The Long Drag”:

<http://player.bfi.org.uk/film/watch-the-long-drag-1963/>

During the filming trips for the latter, a significant number of still photographs were also taken and 65 of these have been uploaded to the SCRCA Project database courtesy of Steve Horsfall. They can be accessed directly via:

https://scrca.foscl.org.uk/gallery?field_scrca_image_contributor_target_id=9749&sort_by=title&sort_order=ASC

Hopefully, this brief ‘Settle-Carlisle line diversion’ will help you to pass a pleasant few hours during this difficult time.

Mark Harvey - SCRCA Project Coordinator



Hot off the press! 68032 'Destroyer' in TPE livery at Settle with 158871 in the background departing on the 14.17 to Carlisle. The loco is working the weekday engineers train - one of only two freight workings left on the S&C under COVID - 19 operations. Photo: Paul Brown

FoSCL AGM: just a reminder that the 2020 AGM is postponed until further notice. Please keep checking the website: www.foscl.org.uk

Paul A. Kampen: editor@settle-carlisle.com



Reversing Beeching - Clitheroe to Hellifield

On Saturday 23rd May Transport Secretary Grant Shapps, as part of his Coronavirus briefing, announced that reinstating passenger services between Clitheroe to Hellifield is one of ten bids which has been successful in receiving Government support in the first round of the Ideas Fund, which is part of the Government's "Reversing Beeching Programme".

The extension of the Rochdale to Clitheroe service to Hellifield and Long Preston or Ribbleshead has been an objective of the Rail Services Group for the last few years. It would encourage rail passengers to travel to/from Manchester, East Lancashire, Western England and The Dales and Scotland, and the access to and use of the Settle Carlisle railway. At the moment travellers from the westside of the country have to travel to Leeds to use the S & C, which is a much longer journey and more expensive.

Our research reveals that little capital expenditure would be required and that just one extra unit would be needed to provide a two hourly service from Ribbleshead or Long Preston to Manchester and Rochdale. We believe that this project would be very cost effective.

We will be engaging with the DfT and

monitoring the progress of the project.

**Paul Levett /Steve Broadbent/
Andy Shackleton -
Rail Services Group**

Train Services on the S&C in the Current Situation

The timetable is the product that we deliver, but currently it is specifically designed for use for essential travel only, which clearly is not what many who wish to travel on our line would normally use it for. So when will things change? The truth of the matter is we really do not know, but while-ever we are encouraged to socially distance ourselves from one another, so I feel the concept of essential travel only will carry on.

As much as anything this is because of capacity on board the train. Under normal circumstances a two car class 158 (a stalwart on our line) has about 138 seats, which I know is often insufficient for our needs. With social isolation in place the capacity falls to about 32, a picture that is repeated across all of our (and indeed the nation's) fleet of trains.

Therefore it is unlikely that whatever happens to the timetable the 'essential use only' caveat will continue right across the Northern network.

What is essential use? The truth is it is

simply travel that MUST be made, but cannot be made by other means (ie the private motor car). For our line this is not just work of course, as we do serve some pretty isolated communities and granting access to shopping, the doctors and (probably soon) education is equally essential. Therefore the balance is a delicate one.

Delicate, because we serve the whole of the North and this includes some major commuter flows into large conurbations where capacity is absolutely at a premium. Added to this Northern like many other organisations in the region have a number of people away from work because they are classed as vulnerable to the effects of the virus. Currently in our region this is about 15% of our workforce, the number is changing all of the time, but clearly shortages like this will adversely affect our ability to run a full timetable.

Nonetheless we will try and I expect that we will see a further uplift in services before very long, whether these will help the beleaguered tourism markets of areas such as the Dales or the seaside towns I cannot say. However I can say that it will not always be thus, we will beat this virus, and when we do we will have a great deal of work to do to encourage people back to the railway.

As an industry, and with the help of organisations such as FoSCL, we are equal to this task and I for one cannot wait to start working on it. Personally from me, I truly thank you for your interest and hope that you all stay well, through this horrible period.

Pete Myers - Stakeholder Manager, Northern Railway

Settle and New Leases for Settle and Appleby

Negotiations with Northern are well advanced for an additional room (the former PIR Room) to be made available for FOSCL next to the present shop at Settle Station. This will enable extra café and sales facilities to be used by us. Northern are particularly keen to promote café sales for passengers.

This is a welcome opportunity for FOSCL,

with the superb support we already receive from our volunteers there, who have been consulted. The additional room will be connected with the shop, after the necessary capital expenditure.

Edward Album - Hon. Legal Advisor

Folk Evening

On Friday 29th November 2019, Karin Grandal-Park presented her new production - Lives on the Line - at the Royal Oak, Settle.

The event raised £145.00 for Cancer Support Yorkshire - a splendid community effort! Many thanks go to Karin from FoSCL for this.



Community Donations

As gestures of community support in the current crisis, FoSCL has made donations of £1,000 each to the Cumbria Covid Respond Fund and the Yorkshire Dales Millennium Trust Coronavirus Community Fund.

Paul A. Kampen - Hon. Secretary

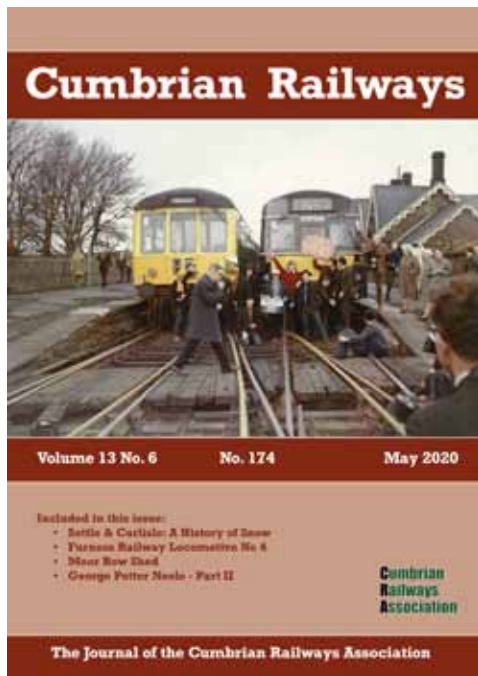
Dent Station and Snow Huts

Due to popular demand from previous guests Dent Station and Snow Huts is intending to open for weekly self catering stays from 2nd July.

Please see the ad on Page 33 for further details

Fifty Years ago — May 1970

by Ken Harper



The Cover of the CRA Journal shows the scene at Kirkby Stephen station on Saturday 2nd May, 1970.

Photo: Pete Shaw

In the May timetable changes of 50 years ago, one long-standing service finished and a new, short lived, one commenced. On Saturday 2nd May, the last of the 'Midland locals' ran between Carlisle and Skipton and vice versa, bringing to an end the railway service connecting the small villages in the Eden Valley, Dentdale and North Yorkshire. It also meant the closure of the stations at Armathwaite, Lazonby & Kirkoswald, Little Salkeld, Langwathby, Culgaith, New Biggin, Long Marton, Kirkby Stephen, Garsdale, Dent, Ribblesdale and Horton-in-Ribblesdale. Appleby and Settle stations remained open for the two expresses each way being the 'Thames-Clyde Express' (St. Pancras-Glasgow Central) and a Leeds-Glasgow service.

In the final timetable only two daily trains each way ran the full route and all ran under the same reporting number, 2P68 :-

08.35 Carlisle-Skipton

11.50 Skipton-Carlisle

16.36 Carlisle-Skipton

16.33 Skipton-Carlisle

In addition there was a 07.30 Appleby-Carlisle and 18.10 Carlisle-Appleby, also 2P68, presumably to cater for commuters, students etc. A similar morning service in the south ran as 2P68 05.50 Skipton-Garsdale (not advertised?) returning as 2E90 06.58 Garsdale-Leeds City.

In the WTT, the trains were shown to do various duties, including picking up and dropping off the C&W examiner at Long Meg, delivering water cans to and from Garsdale signal box, dropping off newspapers at Crosby Garret station, which was already closed etc. The late afternoon trains were booked at the same time at Kirkby Stephen, about 17.58, to swap train crew and on that last Saturday a large number of enthusiasts had travelled on each train and swarmed all over the station and tracks, along with local people, to take photos of the two DMUs.

As we now know this was not the end of the story as 16 years later, on 14th July 1986, local services were re-introduced on what had now become known as the threatened Settle and Carlisle (S&C) line. Armathwaite, Lazonby, Langwathby, Kirkby Stephen, Garsdale, Dent, Ribblesdale (Up only until a new Down platform was constructed) and Horton-in-Ribblesdale stations were re-opened. Northern Class 158 DMUs now serve the stations with raised platforms, modern electric lighting, improved shelters, two new footbridges, ticket machines, electronic departure boards etc.

The new timetable starting on Monday, 4th May 1970, introduced 'accelerated timings' on the inter-city trains on the WCML north of Crewe. These consisted of two English Electric Type 4 diesels in the number range D400-D449 (later Class 50s), working in multiple, hauling air-braked Mark 2 coaches and certain Mark 1s (brake vans, dining vehicles etc.) which were authorised to a maximum of 100mph.

In later years a single EE Type 4 on a 'half set' of coaches detached from a Euston to Blackpool or Barrow portion at Preston which also ran under 'accelerated timings' conditions to Carlisle (and similar in the Up direction). The EE Type 4s had been fitted with jumper cables to enable them to be worked in multiple after they were introduced in 1967/68. The line speed was 90 mph but these 'accelerated timings' trains could travel up to 100 mph and exceed permanent speed restrictions at specified locations.

Rationalisation, re-signalling and electrification work with associated speed restrictions and Single Line Working was about to take place to modernise the WCML and threats from airlines and the recent opening of the M6 were reasons to try and enhance rail travel at this particular time. It is alleged that 51 minutes was shaved off the timings of the Up 'Royal Scot' between Glasgow Central and Crewe.

Special Instructions were issued to signal boxes along the route, as most of the distant signals were not spaced out far enough to enable these faster trains to stop safely at a home signal. The special bell signal 4-4-6 was chosen to indicate an

'accelerated timing' train and meant that the block section ahead had to be clear before the signalman could accept a 4-4-6 from the box in rear. Similar arrangements had been used for the pre-war 'Coronation Scot'.

These arrangements remained in place for four years, when the new Warrington, Preston, Carlisle and Motherwell Power Signal Boxes had ousted most of the manual signal boxes and the Overhead Line Equipment was energised to enable electrically hauled trains to take full advantage of the modernised WCML and speed up the service even more in the new timetable of 6th May 1974. The EE Type 4s, which became Class 50s from 1973, were drafted away to the Western Region over the next two years.

The 'Accelerated Timetable' for through WCML trains was as below.

The 'Accelerated Timetable' for through WCML trains was as below.

			<i>Carlisle Times</i>	
Down (Carlisle times)			<i>arr</i>	<i>dep</i>
1S45	08-15	Manchester Vic to Glasgow C	10-44	10-49
1S53	08-15	Birmingham New St to Glasgow C	11-23½	11-27
1S47	08-00	Euston to Glasgow C	12-15½	12-18
1S57	10-05	Euston to Glasgow C	14-18½	14-21½
		The Down 'Royal Scot'		
1S63	12-05	Euston to Glasgow C	16-22	16-25
1S75	14-05	Euston to Glasgow C	18-18½	18-24
1S83	16-05	Euston to Glasgow C	20-15½	20-22
Up (Carlisle times)			<i>arr</i>	<i>dep</i>
1M18	07-40	Glasgow C to Euston	09-40	09-43
1M20	10-00	Glasgow C to Euston	11-37	11-43
		The Up 'Royal Scot'		
1M30	12-00	Glasgow C to Euston	13-47	13-50
1M35	14-00	Glasgow C to Euston	15-40	15-43
1M46	16-00	Glasgow C to Euston	17-40½	17-43½
1M47	17-30	Glasgow to Birmingham New St	19-18	19-21
1M40	18-00	Glasgow C to Manchester Vic	19-47	19-51

Ais
Gill



Above: The late Peter Robinson was on hand to photo the Up 'Royal Scot' on the first day of the new timetable, 4th May 1970. Two EE Type 4s arrive in Carlisle Citadel platform 4 on 1M20 10-00 Glasgow Central–Euston with the jumper cable prominent on the front of the leading loco.'
Photo: CRA Peter Robinson Collection ref. 106e28.

Below: Long Meg — After leaving Lazonby & Kirkoswald station a Carlisle–Skipton local service, operated by a Cravens-built DMU (later Class 105), passes Long Meg signal box and sidings on its way to its next station stop at Little Salkeld on 29th April, 1967.
Photo: CRA Peter Robinson Collection ref. 071f17.





Above: Greenholme – In August 1971 1M20 10-00 Glasgow Central–Euston ‘Royal Scot’ descends Shap Bank at Greenholme with Two EE Type 4s in charge. Note the new concrete cable route troughing in the Up cess waiting to be installed for the modernised railway.

Photo: CRA Peter Robinson Collection ref. 119a02.

Below: Ais Gill — Passing Ais Gill signal box and summit of the line is a Skipton–Carlisle local service on 1st May 1969 operated by a Metropolitan Cammell-built DMU (later Class 101). After departing Garsdale station, its next station stop is Kirkby Stephen.

Photo: CRA Hughes Collection ref. HUG145.



This article first appeared in ‘Cumbrian Railways’ - the journal of the Cumbrian Railways Association. We are grateful to the CRA and to Ken Harper for permission to reproduce it here. For more information see: cumbrianrailways.org.uk



Above: 66302 with a short engineer's working on March 9th passing the newly refurbished Appleby signalbox.

Below: Northern have been running a 'key worker' service. Here 156480 Spirit of the Royal Air Force is seen in tandem with 158868.

Photos: Mike Summers



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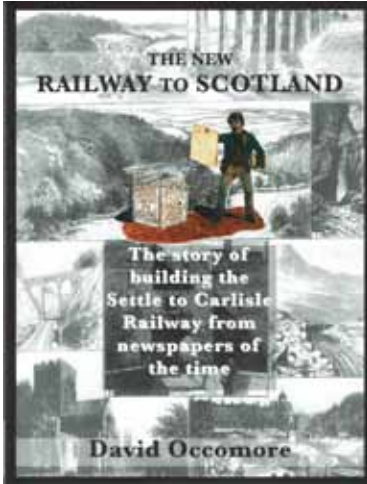
Book Review

'The New Railway to Scotland' The Story of the Settle to Carlisle Railway from newspapers of the time

By David Occomore

Hayloft Publishing Ltd

190 Pages Paperback



Books about the building of the Settle-Carlisle Railway are not exactly thin on the ground. Many members will own some or all of the classic titles by Bill Mitchell. And those with a liking for in-depth study will have read *North of Leeds* by Peter Baughan and *Rails in the Fells* by David Jenkinson, both sadly now out of print. In our last issue we reviewed Dr Paul Salvesson's *The Settle-Carlisle Railway*.

To this august canon we can now add a new book by David Occomore which approaches the subject from a completely different angle.

The book takes for its source contemporary newspaper accounts; these to be sure have been primary sources for research before but here, for the first time, the building and early operating years of the S&C are described entirely in the words of people who either witnessed events or who had immediate access to those witnesses.

The mantra 'Lessons have been learned' is one with which we are wearily familiar today. Sadly, those railway builders do not

seem to have had such concepts. To take one example boys known as 'nippers', who were employed on the line's building, could have done with a modern Health and Safety expert looking out for them; several met their deaths - often being run over by carts. Accidents to what we euphemistically call 'navvies' were often avoidable - although some perished through their own stupidity - especially when in their cups.

There do seem to have been an inordinate number off accidents to moving trains, both passenger and freight, in the early operating years of the S&C, plus accidents caused both by trespass and to people with a legitimate reason to be on the line. Landslips, then as now, were common as were weather-related events. There are also quite a few surprises: for example the term 'The Long Drag' which is always ascribed to loco crews was, in fact, used when the line was under construction. And I, for one, will now be moderating my talk when out on the ground leading parties at Ribbleshead again.

Other valuable features of Mr Occomore's book include some thumbnail sketches of various personalities, such as local residents of the time, who come in and out of the S&C story here and there - thus making them a bit more than just names in a book.

The book takes the story up to September 1908 when Midland staff were withdrawn from Carlisle station.

Other useful resources provided are appendices and a bibliography; this contains an interesting and convincing theory about F.S. Williams' *The Midland Railway Its Rise and Progress* - for many, the ultimate primary source regarding the building of the S&C.

Paul A. Kampen

The book will be available for sale at FoSCL's shops when we are able to re-open them. We hope to provide a limited mail order service shortly and prospective purchasers of the book should send cheques for £17.50 (price includes p+p) payable to 'FoSCL' to: FoSCL Sales, PO Box 106, Settle, North Yorkshire BD 24 5AH. Please do not send orders to Settle or Appleby Railway Stations.

Class 170 Units and Services -

A Personal View

By Robert Foster

The past two issues of the Journal have contained opinions for and against transfer of class 170s, currently used on the Leeds-Harrogate-York line, to the Leeds-Settle-Carlisle line, including two against from respected members of the Committee. Vice President Richard Morris is in favour of the Class 170, but quotes a member who says that their use is impracticable as they do not change into second gear below 70 mph (compared with 57mph of a Class 158) and that to get moving from a station is like starting a car in third gear.

The quoted member's argument defeats itself on several grounds: (a) as pointed out by Mr. Geoff Naylor of Settle the Harrogate line is limited to 60 mph south of Harrogate and 65 mph to the east (one would expect it to be the other way around but no matter) whereas on the Settle line the limit is 90 mph for almost all the 26 miles south of Skipton; (b) Harrogate trains stop on average twice as frequently as Carlisle trains; (c) they have three starts in 4 miles on the 1 in 100 up to Bramhope Tunnel which compares with three starts in 11 miles on 1 in 100 northbound on the Settle line and just one at Kirkby Stephen southbound; (d) a driver told me in March that the gearing on a Class 170 can be altered and probably will be in future. This indicates an intention to keep them on the Harrogate line for which they are not suited, nor were designed, which brings me to the next point.

The consensus of those corresponding is that for the passenger the Class 170 is better suited than the Class 158. One notable dissenter is Pete Shaw who argues cogently for the refurbished Class 158. Despite the disadvantages he cites of the Class 170, they are considerably superior in ambience, comfort and quality of ride. As an exercise in December I travelled from Leeds to Harrogate by a 5-car Azuma in diesel mode and returned on a Class 170. I found the latter superior, a sad reflection on trains that will dominate Kings Cross services for a generation. Moreover the

length of the Settle line is 113 miles - and carries through passengers - whereas the Harrogate line is 39 miles and few passengers will cover more than 22 miles Leeds to Knaresborough or Harrogate to York, which are respectively one third and one fifth of the Leeds-Carlisle distance. The refreshment trolley issue has been mentioned but I don't see that the Class 170 has any disadvantage here.

Indeed class 170s have operated satisfactorily for more than a decade on longer routes, for example Edinburgh/Glasgow-Inverness (175/180 miles), moreover over long stretches of gradient at 1 in 60 and 1 in 70. While it would probably never happen, it would be an idea to knock out two Azumas to Harrogate, where they lay over for 80 minutes and thus occupy 150 minutes in which they cover 36 miles, and instead run one to Carlisle and back.

The next issue is more controversial. It is whether the Settle line should be regarded and operated as a local line as at present, or as a component of a longer distance route between Yorkshire and Scotland. Paraphrased, the present and former Chairmen think the primary function is as a local line, while former BR manager David Ward has vociferously stated several times that it should retain some vestige of, indeed develop, its inter-city status. He cites the uncomfortable fact that whereas passenger traffic in the UK traffic has almost doubled in the past 20 years it has remained static or even declined on the Settle line.

Much of the problem lies with the internet journey planner. In the May 2018 issue I quoted the internet as directing passengers from Leeds to Glasgow at 18.08 via Edinburgh or at 18.09 via Manchester respectively 75 and 50 miles further (and only fractionally faster) than the 215 miles by the 18.06 via Carlisle which did not feature. Similar anomalies abound in the present timetable, although it does at present show some Leeds-Glasgow permutations via Settle, in one southbound case in 3 hr 59 mins. However in addition to the longer mileage, fares by other routes are vastly more expensive. A walk-on off-peak single Leeds to Glasgow via Settle, for example by the 07.48 from Leeds is £48 via

Settle, and £60 return. Fares via Edinburgh are generally £118 single and £130 return which is absurd, particularly if in a Voyager unit.

I return again to my May 2018 thesis. If trains were to leave Leeds at xx18 odd hours and reach Carlisle at xx48, so an average speed of 45 mph, then Leeds-Glasgow would usually be achieved in four hours and more importantly would show up regularly on the internet. Leeds-Edinburgh would be slightly longer, but there are now no reasonable fares to Edinburgh this way, probably because Trans-Pennine Express appears to have withdrawn its cooperation since extension this year to Edinburgh of its Liverpool-Newcastle trains which (although I digress from the core subject) has produced the absurd situation of two trains per hour from Leeds to Edinburgh plus one to Newcastle: indeed between 1838 and 1907 there are three Leeds-Edinburgh trains and one to Newcastle, and similar crazy overprovision in the other direction. Even Skipton to Edinburgh is more often than not routed via Leeds, an extra 70 miles and

with no reasonable walk-on fares although that said, it is often possible to book a very cheap advance fare as short as a couple of days prior from Hellifield, coupled with an ordinary or advance fare to Hellifield, and ditto in reverse. Indeed this method can get a passenger from Leeds to Glasgow and Edinburgh for about £20 each way, or £13-£14 with a Railcard available to those under 30 or over 60 or with a Dales Railcard.

I agree with David Ward that more trains should omit certain stops, which would assist in improving journey times and the travelling experience. The stations at which I think some stops should be excised are Bingley which is well served by local trains, stations between Skipton and Settle which are served by Lancaster trains, Horton and Dent, also the three between Appleby and Carlisle. I accept that this is controversial, but it would for example need ten return journeys per train between Armathwaite and Carlisle to cover the revenue (at £60) of just one Leeds-Glasgow passenger. David Ward cites the illogicality of the present 15.40 from

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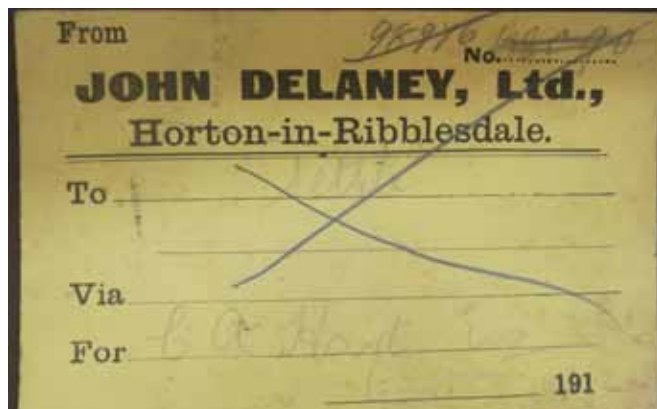
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Carlisle calling at Hellifield and Gargrave which in any event are both served by a Lancaster to Leeds train 30 minutes later - and another Carlisle train within an hour. Long Preston should not be served by any Carlisle train with the exception of one evening train from Leeds. There are many other anomalies and I quote two. Going north on the 07.48 from Leeds an off-peak

walk-on fare is available to Glasgow but off-peak tickets are not available from other stations until Ribblesdale, which is after the 09.00 watershed. In the other direction, inwards from Long Preston two trains operate within 10 minutes of each other: only one, the Lancaster train, should make intermediate calls to Skipton and surprisingly cheap advance tickets are

usually available up to a day before from north of Skipton to Leeds on both trains.



Left: FoSCL Chairman Paul Brown recently purchased a number of S&C-related documents on eBay; these will be lodged at the archive in the Folly and featured in our August magazine. With the Horton Quarry on our minds at the moment here is a taster in the form of a John Delaney Ltd waybill from the early 20th century.



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Letters to the Editor

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

Services

Firstly, I would like to send my best wishes for wellbeing to the FoSCL membership and to the wider S&C community in these difficult and uncertain times of the coronavirus. I read with great interest the articles on pages 26 - 30 of the February 2020 edition of S&C Journal on the future development of services on the S&C. In particular, Aim 3 of Steve Broadbent's Making better use of an underused national asset chimed with the research that Upper Wensleydale Railway (UWR) is undertaking into the feasibility of a new Hawes to Lancashire route through the reinstatement of the Garsdale to Hawes branch line of the S&C. Perhaps I might be allowed to propose that the present Rochdale – Manchester – Clitheroe service be extended not just to Ribbleshead, but to Garsdale to make use of the trailing crossover there (surely a simpler, quicker reversing manoeuvre there?). The ambition is of course ultimately to extend the service to Hawes, but in the meantime the significant catchment areas around Garsdale described by John Carey in The Case for Integrated Transport on the Settle Carlisle Line would also be served by the new route.

I suspect that timetabling of railway services across the region will emerge at some point into a new post-virus paradigm, but it would seem feasible that off-peak services, at least, from Blackburn could be extended in this way without the need for additional stock.

The UWR team supports wholeheartedly this initiative and would welcome the opportunity to collaborate in its further development

Andrew Longworth – by email

www.upperwensleydaleraailway.org.uk

Stock

In the November 2019 edition of the Settle-Carlisle Railway Journal there was an article expressing enthusiasm for the 158s and a letter stating that they are now appearing on the line to Lancaster and Morecambe. As a cyclist I do not share this enthusiasm. Most of the 158s are two-coach trains with room only for two bikes. On some of them there is a partition between the bike space and the corridor which makes it difficult even to get two bikes in. Some, but not all, of the much-maligned Pacers are far better than this.

In Britain bikes on trains are regarded as a nuisance and something to be discouraged, an attitude which has got steadily worse since privatization. In Germany and Holland the situation is completely different; cyclists are welcomed, treated as normal and there is ample room for bikes. We are facing a climate emergency. To deal with this, cycling has to become much more important as a means of transport. The railways have to play a part in this. In Britain they are letting us down.

Keith Bradshaw – Giggleswick

(FoSCL Webmaster and Vice President Richard Morris comments: *In reply to Keith Bradshaw, Northern have never understood the needs of cyclists on our more rural lines. There is an assumption that people will want to park their bikes at stations then travel by train. Not a bit of it! Cyclists want to take their bikes with them on the train, so that they can then go for an extended ride through our beautiful countryside. I have many times taken my bike to Appleby or even Kirkby Stephen on the train, then cycled back to Armathwaite.*

As Keith quite rightly says, there is a limit of two bikes on a 158 and if the conductor strictly applies the rules that's all you'll get. Fortunately most of them don't and I've seen as many as 10 bikes on a train. But that's not the point, the bicycle storage space is not there. We got the internal

partition removed on the 2-car 158s some years ago but the 3-car units still have it in place. Another minor campaign needed but at the moment it's all a question of priorities.)

Ron Cotton

As a long standing member of the Friends of the Settle to Carlisle line I was disappointed to note the error in Ron Cotton's obituary in the latest issue of the journal. Ron took the role of British Rail's Project Manager responsible for the S&C in 1983, not 1978 as stated in the journal. The line was still a true mainline in 1978, carrying both Anglo-Scottish passenger and freight traffic. This status came under threat from 1982, when Nottingham-Glasgow services were diverted via Preston. Ron's master stroke was to increase the opportunities for the travelling public to use the line whilst also maximising BR's use of the allocated resources in the form of two loco hauled sets and two DMUs. These changes took maximum effect with the introduction of five return trips per day over the route

from May 1987, a service pattern that remained largely unchanged until May 1990.

Rob Hartley – by email

Colin Pepper

I was saddened to hear that Colin Pepper had died - I always felt we had a particular connection in that I took over from him as Secretary of FoSCL as reported in the November 1986 magazine.

Colin was a very early member, and was first mentioned as being on the Committee in Newsletter no. 3 of February/March 1982. Then in September 1982 he was reported in Newsletter no. 5 as being Joint Newsletter Editor. By No. 18 in May 1985 he had become Secretary.

Latterly I was Magazine Mailing Coordinator with a large group of volunteers despatching the quarterly magazine from church halls in Baildon, and Colin was a regular member of our team for nearly 20 years until we were disbanded in 2018.

So I had known Colin for well over 30 years, and he put a lot of effort into



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supporting the S&C and FoSCL.

My condolences to his family.

Pete Shaw - FoSCL Vice President

New Book

I have just caught up with Paul Salveson's nicely produced book *The Settle-Carlisle Railway* which was reviewed in the February 2020 journal. Whilst there is much of interest in the book I thought that Mr Salveson had underplayed the role of the individual lobbying by 22180 objectors (and Ruswarp!) and for whose contribution there is possibly less readily available documentation (I still have my letters plus replies, e.g., from MPs Fox and Cryer). This is acknowledged by Ruth Annison's comments (P157), but suggests a possible area for more research and/or individual stories. I know that Mr Salveson observes that "there are many more people who have played important roles....as Settle-Carlisle people" (Chapter 10) but find it sad that there is no mention of Brian Sutcliffe MBE and Pete Shaw who, in my opinion as an early FoSCLA member, were seminal to both the success in keeping the line open and, simultaneously, promoting it.

Perhaps the friends can make amends on that score in a future journal?

Graham Thompson – West Witton

Memories

The journal for February 2020, issue 159, was excellent. As you said in your editorial you received a good postbag. This wasn't meant to be a letter for the journal but that's how it's turned out. I'll leave you to apply your figurative culling shears to it; I usually have no complaints.

I was particularly pleased to read of the renovation of Appleby box. It's not original Midland but it's original BRIM Region and is part of the scenery for we S&C aficionados. 52' piles – Hallelujah! - at a calculated guess that's as deep as the old Leeds GPO building is high from ground

to the top of its highest pinnacle. This is the building roughly opposite the ex-LMS Queen's Hotel.

However, my chief affection is for Garsdale box and the plans for full renovation. Imposing like the line, excellently situated with views roughly north and south, track in its environment and above all for me, memories of when I first began to photo the line in earnest.

Closure was on the cards and like many others I was determined to do my bit to prevent this. The forces of evil were determined to close this line as they had my local line, Harrogate-Ripon-Northallerton. If any retired BR bods take exception to the "forces of evil" tag, that's what you were. Admit it. In fact when I sent one of my early letters of opposition to S&C closure to Midland Region I referred to the "Dirty Tricks Department", the existence of which the relevant manager coyly denied.

Anyway, Garsdale was my earliest alighting point, 09.85, off the short service train to Carlisle. It was a cold but dry day and well worth it for line photography, even if the occasional train was "only" diesel - I'm dyed in the wool steam. The additional attraction of Garsdale for me was the recent birth of my daughter, parallel to which I had a marvellous 1920's Anglo-German dance band tune constantly buzzing through my head.

As a final memoir I must mention a very important first sighting. I had just alighted onto the Garsdale platform when I espied this hermit-like individual with a long beard removing his bike from the (passenger) guards van - remember that wonderful luxury - putting it on the platform and cycling off. In due course I would learn that this was the great Pete Shaw. Enjoy your retirement, Pete. It won't be full time though; you'll always be around, like a post-ice age orchid stuck in a clint.

Martin Mills - Harrogate

Rear Cover Images: Seen at Appleby station as the photographer took his daily exercise.

Above: 68032 with a short engineer's train Carlisle to Crewe. May 15th.

Below: 43062 with 43014 leading Heaton to York. May 13th.

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