

SETTLE - CARLISLE RAILWAY
JOURNAL

Quarterly Magazine
November 2020
No 162

Price £2.50



Plenty of capacity on the S&C!
The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

President: The Right Hon. Michael Portillo.

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

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

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

NEXT MAGAZINE: Copy date for the February 2021 magazine will be Saturday 30th January 2021.

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: English Electric-built diesel locomotives became classics and three different examples of these machines shared the sidings at Appleby station thanks to the 'Staycation Express' trains run by Rail Charter services. On the final day 40145 and 37667 are seen waiting for one of the daily service trains to pass. There was plenty of room for all three trains! Photo: Mike Summers

Chairman's General and Annual Report 2020

FoSCL Chairman **Paul Brown** writes:

Dear Members I'd like to thank you all again for your kind and continued support from myself as Chairman, Secretary Paul Kampen and Treasurer John Ingham, Congratulations too to the three-year rotational post of committee members who have been re-elected or are newly in post; namely, (Vice Chair) Allison Cosgrove and committee members John Carey and Rod Metcalfe.

We apologise for the AGM being held later than usual but we were hoping by this time we would be in a position to hold an actual meeting with you all able to be present - as opposed to a virtual one. We do appreciate that not all our members have computers or tablets etc. However, our Constitution clearly stipulates we need to hold an AGM once a year, so with reluctance this was the only format to honour that undertaking.

To hold a valid AGM, we need at least 40 fully paid members to be present. We had 49 members and 11 committee officers at our virtual AGM, so the quorum was satisfied. A sincere thanks to all those members who took part and for all the questions and contributions made, very much appreciated. Given the choice I'd rather stand before you to make my address and equally account for our actions as a Committee at these proceedings rather than hold a technical version. My sincere thanks to Committee member, Webmaster and our Vice President Richard Morris for hosting the AGM. He did an absolute superb job with the technical issues which enabled the proceedings to run so effectively and smoothly. The look of sheer concentration on his face keeping an eagle eye on proceedings was a picture in itself but ultimately an absolute credit to him. In the meantime, let's hope for a return to an actual AGM for 2021.

As mentioned in the last magazine, we were looking forward to holding constructive talks and moving positively forward with Northern and the Settle - Carlisle Railway Development Company regarding appointments together with Community Rail Partnership (CRP). For the benefit of those who are not familiar with what a CRP is, it is the name of a locally based movement concentrating on community rail issues. It brings together local groups and partners along railway lines to work with the industry to deliver a range of activities and enable the rail operator to engage with the community. The appointed CRPs receive funding subsidised by the government. Whoever is designated as CRP is then provided with that Government subsidy. Sadly, I regret that these talks have come so far to a very disappointing and disheartening result.

The Friends of the Settle-Carlisle Line have been supporting this famous, iconic railway since 1981 (40th anniversary next year!). Over the years, and up to this date, we have undertaken guided walks, historical talks, nature and geological education, volunteer station adoption, general maintenance and gardening, leaflet distribution, on-train guiding, talks for group bookings and the running of our shops at Settle and Appleby. We undertake online sales, and we assist with the running of Ribbleshead Visitors Centre on behalf of the S&C Trust between April to the end of October. We have funded major restoration projects and new builds on the line and have ensured that substantial woodwork repairs have been completed by our team in the workshop.

I think it is only fair to say that we feel we should be given recognition by the TOC and be consulted officially as CRP. None of this process of consultation should be applicable purely on the CRP status. However, if that is the only way to achieve it, is something we are

prepared to push forward with. Our door is always open for negotiations to establish a much better working partnership. Despite this aim being our ambition for the success of the line we feel the current situation is not satisfactory and lets down areas that our members and our community have come to expect.

To underline this point, a small group of the Friends Committee members have formed a timetable and service quality group to work on the S&C timetable in order to identify and define crucial commuter and school services, links with integrated transport and local buses to and from rural areas as well as through traffic and tourist services.

The line is currently served with 75% of our normal services but it remains patchy. After our involvement, two rail replacement bus services were implemented to cater for stranded school children returning northbound from Skipton to Ribbleshead. Another rail replacement bus service now runs southbound from Carlisle to Kirkby Stephen to cater for the current 3 to 4-hour gap between essential midweek services. The current Saturday timetable is slightly different to midweek, and timings are ideal for schools but completely miss out a train service altogether to connect with the crucial rural bus services. This train operates midweek, where there is no bus. I think this demonstrates the need for us to be consulted before the implementation of the timetable!

This year involved a new Summer addition to the S&C because from July to the 12th September had the holiday traffic 'Staycation Express' operating. This service, between Skipton and Appleby, was welcome during the period currently bereft of services through these unusual times and certainly encouraged some useful sales trade to both The Friends and DevCo. I believe there is talk of a similar operation next year to run some holiday services in some way, shape and form. I think it is only right and proper at this stage to point out that The Friends are basically in support of this operation as long as it operates in addition to our regular full service, and we have strongly supported it with our volunteers whom we thank for their work. We would not want it to impede, suppress or substitute for any of our local 8 basic services a day. Community services, Integrated transport connectivity, through trains and increased use of the line are our priorities. We'd like to pass on our sincere thanks and best wishes to all those who played a part in the 'Staycation' operation and what a pleasure it was working alongside their members of staff. Thanks also to Locomotive Services Ltd for providing the unique variety of rolling stock. Thanks also too to the many volunteers who willingly gave their time each day to greet and host passengers at our unique stations at Skipton, Settle and Appleby, including the local rotary club charity members. Absolute credit to you all, and thanks for all.

I come now to a very important matter. We've recently launched a 'Dent Station appeal' details of which are in this quarterly edition (see pages 6&7). With the aid of legacies left to us directly the Committee recently was presented with a once in a lifetime opportunity to secure one of the most iconic landmark properties that our rail supporter group could ever acquire, Dent; 1150 feet above sea level; England's highest railway main line station. As a rail supporter group, our basic objective is the preservation and maintenance of these unique stations but we have the possibility of holiday lets. We've now arranged for our subsidiary company to run the station for us with our volunteers and help the operating costs alongside maintenance of the building. Additionally, written in to our contract of purchase is a right of refusal to purchase the Snow Huts which too are holiday lets and of historical value.

In trying to achieve these unique ambitions we do need financial support to achieve the preservation of such a unique project and to restore our funds for other projects. So could you all please truly consider giving to the 'Dent Station Appeal'. Everything will be gratefully received and very much appreciated. To help sustain the Friends of Settle - Carlisle Line we are also looking to source additional income which currently consists of

membership subscriptions, donations, sales income and legacies. Please do what you can to help us preserve this iconic building for the future.

Now, an update after the AGM at the general monthly Committee Meeting the following Friday. There were three posts available for co-option to the Committee. The same posts are still available, as a co-option position is granted temporarily by the Committee for a temporary placement until the next AGM. Two of those posts were filled by Pat Rand and Richard Morris. One seat remains vacant. An application has been received and is subject to the committee's approval for that appointment. The other is the position of Treasurer which will become vacant mid 2021. John Ingham, who has served our organisation well, is now wishing to retire. We all thank him for his services. I'd be interested to hear from anyone within the Friends with the necessary qualifications who would be keen to help us out as Treasurer.

On legal matters, we are also looking for assistance. Edward Album, our Committee member and honorary legal adviser has been heavily committed on many matters, including the acquisition of Dent and we thank him for this, and also John Carey for all his work here. Legal assistance would be welcome and I ask you to note the advertisement in this magazine on the subject.

It is unlikely we will be able to hold the annual Christmas open day as Settle station this year nor an Annual Dinner.

So far, our unit 8A "The Midland Railway Co, Ltd" has temporally stopped production seasonally, so the workshop is now currently used for Christmas order packaging. Committee member Ruth Evans is back in full service after her current long health ordeal. We are so overwhelmed and pleased with her recovery. Sadly, committee member Martin Pearson, is poorly. Best wishes Martin and speedy recovery.

Lastly just a quick mention about the lift proposal at Horton station. We covered this in the summer magazine. Feelings about the installation of this lift have been predominantly negative. It was felt the lift would be a vastly expensive solution to a relatively minor issue and that it would also result in more problems that it might solve, such as maintenance, breaking down with people inside etc. The visual impact of something so significant, not only within the Yorkshire Dales National Park but also the S&C conservation area was definitely viewed as negative. So far further information on this has not been forthcoming, but we hope our views and the alternative suggestions we made which were cheaper and less intrusive, will have been taken on board.

Best wishes for the forthcoming seasonal time of year and let's hope for and better year in 2021 to all our members, volunteers and officers. Remain safe everyone.

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

Robin Hughes hands over the keys for Dent station to Paul Brown.

Photo: Howard Butterworth





Friends of the Settle-Carlisle Line Call For Nominations

In accordance with the constitution of FoSCL, and the fact that AGMs normally take place in April or May, nominations, suitably proposed and seconded, are requested for the positions of Chair, Treasurer and Secretary of FoSCL, plus three committee members, to serve from the 2021 AGM.

These must be received by myself as Secretary no later than Thursday January 7th 2021.

It is hoped that the AGM will be held in the traditional manner at the Crown and Mitre Hotel, Carlisle, no later than mid-May 2021. However, with the current

restrictions on public gatherings, it is not possible at this stage to specify a precise date and method for holding the AGM.

Please see the February 2021 journal for an update which will also be carried on the website as soon as possible.

Paul A. Kampen - Hon. Secretary: secretary@settle-carlisle.com

Editorial

We did it! In what was a milestone for FoSCL, albeit one born out of a difficult and sad situation, we held a very successful 'virtual' AGM on Saturday October 3rd. Expertly chaired by Paul Brown and hosted by our Webmaster Richard Morris, the event proved how modern technology can come to the rescue when traditional forms of communication become impossible. A full report can be found on page 5 but it is worth mentioning here the reactions of FoSCL members who took part.

The overwhelming message was that members who live too far away to attend AGMs in normal circumstances were now able to do so. Several members took part from the West country, one from the USA and even one from a moving train! Ideas emerged which the committee will follow up in the coming months; one member suggested that, when we are able to hold a face-to-face AGM again, a facility is also provided for members to attend via the internet - whether this would be Zoom again, or possibly Microsoft Teams or Skype, remains to be seen. And of course with this kind of technology burgeoning at the moment, another software package may soon be available. Two members suggested 'virtual members' meetings' - possibly question and answer sessions with committee members or purely social events; this too will be investigated. There were a couple of downsides: some members missed the personal social interaction with each other and one member was worried by the age range of the faces which he saw on his screen; this latter is something that we really do need to address.

Lastly, please be assured that we are not in some way 'disenfranchising' members who prefer not to get involved with this kind of technology; one member very successfully attended the meeting by telephone; he was able to ask a question and receive an answer with no problem at all. If we have to do the 2021 AGM in the same way please consider this and do not be afraid to take part in whatever way that you wish - you do not need a computer, smartphone, tablet or any other such device; and you will be very welcome.

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

AGM Report - 2020

The 2020 AGM of FoSCL was held by Zoom econference on Saturday, October 3rd at 2.00pm. Forty-nine members of FoSCL and eleven committee members took part - one by telephone and the rest online; this compared very favourably with recent AGMs held in the traditional manner. Six members presented their apologies. Thus the meeting was quorate.

Prior to the AGM, postal ballot forms had been circulated to all members and 180 members returned these forms. The ballot re-elected Paul Brown as Chairman (177 votes), myself as Secretary (176 votes) and John Ingham as Treasurer (179 votes). Allison Cosgrove (180 votes) and Rod Metcalfe (170 votes) were re-elected as committee members to serve until the 2023 AGM; John Carey, previously a co-opted member of the committee, was elected to serve for three years (175 votes).

The ballot also re-appointed H&M Accountants as auditors (168 votes) for the next year and also approved the minutes of the 2019 AGM (165 votes); several members abstained on the vote for acceptance of the minutes as they were not present in 2019.

The ballot forms will be retained for six months and then destroyed.

Treasurer John Ingham introduced the accounts and explained that a revision would be circulated to members (see Page 9).

A member noted that a promise to consult members on any constitution changes had been omitted from the 2019 minutes - although these minutes were correct as such. Chairman Paul Brown responded that nothing would be pushed through without consultation. A member called for the re-opening of closed stations on the S&C; the Chairman responded that we would engage with the TOC and NwR but initiatives needed to come from parish councils.

A member asked about restoration of the full S&C timetable; the Chairman referred to the 'timetable group' initiated by FoSCL and said that restoration of services was hoped for in December. FoSCL had put forward its proposals for a 'clockface' timetable including bus links.

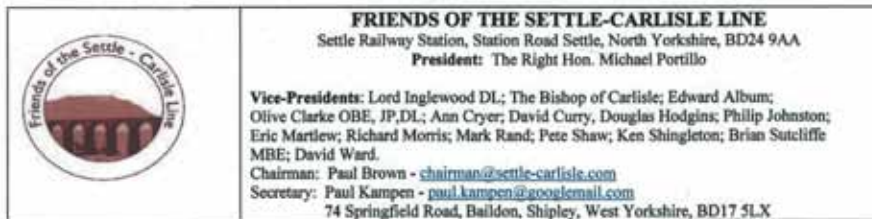
A member asked about the purchase of Dent station; the Chairman responded that it was hoped to host open days for members at the station. A member favoured changing the name of the S&C to 'Leeds-Settle-Carlisle Railway' which would help to promote long-distance travel.

A member asked about current membership; Richard Morris responded that there were still well in excess of 3,000 members. A member asked about Lineguide distribution; I responded that there were currently no leaflets to distribute due to the danger of COVID-19 being spread by people picking up and then discarding leaflets.

A member asked about possible Clitheroe to Hellifield services; Paul Levet responded that there were ambitious plans being pursued by the Ribble Valley Rail group with whom FoSCL was working closely. There was a follow-up question on the possibility of Glasgow services; Paul Levet said that there were early signs that these could commence in December 2021; talks were being held with operators and Transport for the North were very supportive.

Paul A. Kampen - Hon. Secretary

9/11/20



FRIENDS of the SETTLE-CARLISLE LINE

DENT STATION APPEAL

24th October 2020

1. Purchase of Station

As advised to members, the Friends have purchased Dent Station, comprising the main station building and the immediately surrounding area. This is a very exciting transaction and adds another station on the Settle-Carlisle Line to those already in the family, owned by the S&C Trust's Property Company. These are, as well known, Ribbleshead, Horton-in-Ribblesdale and Kirkby Stephen. The Station Building at Dent, the highest station in England, went on sale with limited notice and there was considerable competition for it. We were very pleased to be the preferred bidder.

- In addition to the basic objective which is the maintenance and preservation of the building, the station will be used for holiday accommodation and this will be a very pleasant opportunity for members and others, and a useful source of income for future maintenance.

The present appeal is very important. We are aiming to raise £250,000 in order to restore a major part of the Friends' funds and facilitate future projects for the direct benefit of the Line. These could include exhibition facilities at Appleby, works relating to the former Waiting Shelter at Cumwhinton, further works and facilities at Dent Station, and improvements to the Folly Building at Settle.

2. Objective

Dent Station Building has been very well restored in true Midland Railway style by the former owner, Robin Hughes, but it is now in need of some important repairs and, being a Grade 2 Listed Building, will need continuing attention.

The purchase was proposed by the S&C Trust but has necessarily been carried out by the Friends with its own resources in view of the substantial amount required and in the light of two major legacies received by the Friends. The total cost is £363,500, with expenses.

3. The Appeal

Out of a total target of £250,000, we hope to raise up to £150,000 by this direct appeal to our own 3,000 members and also to the general public who have shown strong support and enthusiasm for the Line as we can see from our Website and other communications.

We ask our members and other contributors to consider generous donations in the region of £50.00 or up to £100.00 or more, if this is possible. If two-thirds of our 3,000 members could donate an average of £50.00 each, some with more, this could give us £100,000. Donations from other individual sources may give us another £50,000. Please be as generous as possible so that the Friends' objectives and future plans can be supported. We

hope also to obtain contributions from Trusts which have supported the S&C in the past. These Trusts have become very valuable contributors. We believe we have fully justified the funding they have provided by the work the S&C family have done to preserve the stations and other structures on the Line and to improve facilities at them.

4. Guide for Donors

We plan to use the deposit account of the Friends to receive donations, made for this Appeal.

Please see the attached form for ways in which contributions can be made. This gives all necessary details. We will write individually and personally to the grant-making Trusts who have previously supported us and to other potential external donors.

We thank all concerned in advance for the support which you may give to us.

With regards from the Appeal Committee.

Paul Brown
Chairman

Allison Cosgrove
Vice-Chairman

Richard Morris
Webmaster and
former Chairman



Rail Charter Services 'Staycation' working headed by D6817 (37521) with 47593 at the rear is seen here passing through Dent station on 01/08/20.

Photo: Peter Ainsworth



TREASURER

FoSCL is on the look out for a new Treasurer as current Treasurer, John Ingham, has decided for personal reasons not to apply for re-election at the next AGM. It would be ideal if the new Treasurer were to be appointed before the next FoSCL year end at 28/02/21.

Applicants for the post should ideally be a qualified accountant with experience of working in a honorary role for a not for profit organisation. FoSCL does employ a part-time bookkeeper and so the Treasurer's main duties are control of the bank accounts, paying suppliers (via on-line banking or by cheque), financial reporting monthly to the committee and annually to the membership, annual stocktaking at the shops, liaising with our brokers regarding insurance matters, attending monthly committee meetings and any other ad hoc meetings.

Applicants must be familiar with email communication and on-line banking. If you feel that you may be able to contribute to FoSCL by becoming Treasurer then please, in the first instance, email Paul Kampen at: secretary@settle-carlisle.com

LEGAL SERVICES

**Request by Edward Album
Committee Member and Legal Advisor**

With the acquisition of the Station Property at Dent and with other important projects under consideration, the legal work for FoSCL has become substantial.

As a qualified practising

Solicitor, I became a Committee Member and Legal Adviser for FoSCL in 1985. I have held this position for most of the time since then except for a break of about 10 years when Nigel Ward took over. I rejoined the Committee in 2019. I have at all times been based in London but with regular travel north.

Help with the legal work would be greatly appreciated. Is there a lawyer working or retired who could assist?

The initial task, which lasted a full four years, was massive as it related to the saving of the line from closure, including hearings at the Train Users' Committees, liaison with Ministers and civil servants, and the preparation of legal action. Subsequently, the tasks have largely involved conveyancing and property work, company and commercial work and general legal support for the Committee.

The work is varied and interesting. In my time, including work for the Trust, I have dealt with the acquisition of four stations or station properties and the Stationmaster's House at Ribbleshead. The Company work involves FoSCL's subsidiary, the Midland Railway Company Limited.

If interested and you can commit some time to this work on a voluntary basis (travel in the area should be free) please contact me by phone or e-mail:

Edward Album

Tel (office): 020 7794 6080

Mobile: 07980 798659

E-mail: ejca@mitgr.com

Deceased Members

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

Mr M Ashmore
Mr P A Ball
Mr Alan Beecroft
Mr A Bury
Mr Criag Crompton
Mr Alan Goodall
Mr P Gready
Mr H.E. Hyland
Mr Bryan Keeping
Mr Roger Lind
Mr Christopher Loy
Mr C Stubbs
Mr Alan Sutcliffe
Mr J D Syrad

Christmas Events 2020

Sadly, the FoSCL committee has had to make the inevitable decision that there will be no Christmas social events (lunch, open days etc.,) this year.

It is hoped that, when the current restrictions are lifted, we may be able to organise a members' event of some kind but this will almost certainly be well into 2021.

Paul A. Kampen - FoSCL Secretary

Trading Report

We were able to reopen the shops at Settle and Appleby during the summer in time to catch the high summer period. Although passenger numbers were smaller than in previous years, the introduction of the so-called Staycation Express which operated between Skipton, Settle and Appleby created more sales at our Appleby shop. I would particularly like to thank Pam Taylor and our volunteers at Appleby for making such a success of the 8-week period which helped regain a little of the turnover we lost during the retail lockdown from April until July.

Our Gift Guide inserted into the August magazine was very successful and thanks go to all of our members who ordered

from the selection of bespoke items we offered. Our best-sellers were definitely the facemasks and 2021 calendars. These are again on offer in the new Gift Guide incorporated into the centre pages of this magazine plus many other items that may take your fancy for the Christmas present buying period.



Finally, my thanks go to the volunteers who packed and posted off the mail order items coming through our Settle shop which at some points during the summer were very busy indeed. Depending on how the autumn and winter period progresses with the Covid threat around, we hope to still operate as normal but please bear with us if you do not get your purchase immediately.

**Roger Hardingham -
Trading Manager**

The FoSCL Year End Accounts 29/02/20

At the recent virtual AGM I announced that the accounts published in the August Journal were to be amended. The treatment of the John Disney bequest has now been changed and it now appears as income. This is to bring it into line with a similar large bequest received several years ago. Rather than take up three pages in this edition of the Journal, the committee have decided that copies of the revised accounts should be made available on request to any interested members.

If you require to see the amended version of the accounts then please either email me at:-

treasurer@settle-carlisle.com

or write to me at :-30 Dryden Street,
Padiham, Burnley, BB12 8TQ

John Ingham - Treasurer, FoSCL

FoSCL Membership

We're delighted to report that our membership staff at Appleby, who were furloughed, were able to return to work in August and have now cleared the massive backlog of membership renewals and applications that had built up. They are now processing renewals and applications, both online and mail order, as they come in.

During the COVID-19 emergency, we have not been contacting those who have not renewed their membership for this financial year. You may remember that we are moving towards membership being valid for the current year, namely 1st March to 28th February. Those with standing orders are not affected, your payment will automatically be made on the same date as usual. Those who renew annually can either pay their subscription in March, or on the anniversary of your normal renewal date – either way you

are a member for the current financial year. We no longer send out individual reminders when you are due to renew; the computer programs that handled this were extremely old and we were no longer able to maintain them. We have simplified the system so that it now runs on Microsoft Excel, a standard package that is much easier to use and requires no maintenance.

If you think you have not renewed your membership in the past 12 months, you might like to renew now at <https://shop.foscl.org.uk> or by sending a cheque to the address on the inside front cover of this Journal. Alternatively, you can wait for us to send a reminder email or letter, which we shall soon be doing to those who haven't renewed in the last 12 months.

Thank you for your continued support, and stay safe in these troubled times.

Richard Morris
Webmaster, Friends of the Settle-Carlisle Line

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:

www.foscl.org.uk and click on Shop

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

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

Please quote your membership no as the reference.

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

Please 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



News Notes

The Staycation Express

In the August Journal I wrote of my experience of the first week of operation of The Staycation Express (SEx) which ran from 20th July to 12th September this year. The summer of 2020 will be one to forget for most people but not for those lucky enough to have done the S&C between Skipton/Settle and Appleby in style. Hurriedly organised in the widening and narrowing goal-mouth of Covid rules it was a major achievement in a difficult year. Still, it is an ill wind that blows no good at all and in large measure we have Covid to thank for providing the opportunity. Prime mover was Adrian Quine whose company Rail Charter Services Limited (RCS) collaborated with train operator Locomotive Services Ltd (LSL) to make it happen.



Adrian Quine with a very distinguished guest - Joanna Lumley - at Appleby.
Photo: Anthony Ward

There had been almost no pre-publicity and much depended on word getting around - something

that can happen very rapidly indeed nowadays if the product is right. And this was just the right thing at just the right time. A Monday to Saturday timetabled service over the S&C may have been unthinkable until Covid drove passengers almost totally away from the line's dwindling Northern services to the extent that Northern were actually able to welcome it and cooperate.

Passenger numbers were painfully and publicly low for the first day or two. Of obvious and lasting impact was live coverage on BBC1's Breakfast TV programme on the 21st July. Numbers on some trains shot up almost overnight and stayed up. It soon became apparent that a high number of them were S&C first-timers attracted by the First-Class-only train with trolley service, who would probably not have travelled the line on a scheduled Northern service. Because of social distancing every single one of them was guaranteed a booked and comfortable window seat at a table. Social distancing limited the bookable seats to just 128 per train. Even if the most popular trains could be filled would that enable costs to be covered? Train running costs are eye-wateringly high and these trains with their Covid extras were even more so. A watchful eye had to be kept on sales and this un-tested enterprise may not have run its intended course if things had not worked out well. As an interested observer throughout, occasional on-train volunteer and paying passenger I was well placed to get an impression of how well or badly things were going as the weeks rolled by.

I'm happy to report that the Staycation Express was an astonishing success - on the Settle-Carlisle line. Whether it would have succeeded on any other line is another matter. My impression from talking to hundreds of passengers is that it was the pull of the Settle-Carlisle line initially but with

the tourist-friendly, well organised, and welcoming first-class train experience besides. Living right alongside Settle station enabled me to meet and greet many of the trains there and to talk to people both embarking on and finishing their special days-out. Overwhelmingly the experience had lived up to or exceeded expectations. This will have driven that most potent promotional effect of all having an impact - word-of-mouth.

was soon recognised as unreasonable especially as earlier return seats were usually available. Readers may wonder whether an entire day-out in Appleby in the sunshine has unchallengeable appeal! That said, traders in Appleby were most grateful for a daily boost - not least a small-shopkeeper whose tearful appearance on Breakfast Time made for powerful television. "Come, just come" he pleaded. And people did.



It can now be revealed that according to Adrian Quine the operation 'exceeded expectations'. The most popular trains by far were 12.18 north from Skipton and 14.38 south from Appleby. Lessons were learnt - people wanting an enjoyable day out do not generally want an early start or a late finish. A requirement for people to have to book online in pairs and to select from prescribed return trains from a rather complicated list of options did not suit everybody and may have deterred some. The requirement to pre-book and pre-pay was soon relaxed as a clear demand for turn-up-and-travel became clear. Card-payment on the train was allowed. Like it or not, weather happens on the S&C. The prospect of having to stick to an entire day-out in Appleby in the rain

Standing in for failed 47 593, Class 20 D8107 (20 107) passes through the resplendent Horton-in-Ribblesdale station with 1244 14:38 Appleby - Skipton on 13th August 2020. The photographer comments: "In 42 years of photographing trains on the S&C this is the only time that I have seen a Class 20 on the line. Have there been any railtours using the Class? Nevertheless, rare indeed!"
Photo: Stephen Willetts

We cannot know how different would have been the result if steam locomotives had been used. LSL run steam trains with great success but steam logistics on the S&C are not ideal. Watering, a lack of turntables and other things would pose challenges for a Skipton-Appleby steam shuttle. Food for thought though. Nonetheless the sheer variety of vintage diesel haulage attracted a

surprising number of diesel devotees, both as passengers and lineside observers. Over the weeks no fewer than seven different diesel locomotives were used. I was taken aback by the almost religious fervour that was on show as the merits of Classes 20, 37, 40 and 47 were under critical debate.

This was a test of the market by operators who were prepared to take a risk. Will it become a regular feature on the S&C? I hope so. It was long overdue. We got a strong hint from the plandampf days when *Tornado* hauled shuttle trains between Appleby and Skipton at normal day-to-day fares as part of Northern's timetable. That lost money but the demand was immense with queues round the block at Skipton station. Has Staycation with its more realistic fares justified a repeat in 2021 and ongoing? Let us hope so for the sake of this railway line we so cherish and support. We are in interesting times generally, the railways especially.

Mark Rand

Settle Navvies

For the past two years I've been researching the lives of those buried in the graveyard at Settle Parish Church in what has become Settle Graveyard Project. The church, as you may know, is nestled below the embankment of the Settle to Carlisle railway and is a great place to watch out for steam engines as they pull up the Long Drag

As I researched graveyard burials between 1870 and 1876 I couldn't help noticing a number of men of working age who were 'offcumdens' — from out of town. I also remembered the plaque in the porch of the church which is identical to the one at St Leonard's in Chapel-le-Dale which reads 'To the memory of those who through accidents lost their lives in constructing the railway works between Settle and Dent Head. This tablet was erected at the joint expense of their fellow workmen and the Midland Railway Company 1869 to 1876.'

Therefore it would seem likely that navvies are buried in Settle Graveyard. So the obvious question is how many navvies were buried? Who were they and what did they do?

FoSCL kindly paid for the death certificates of the suspected navvies and a wonderful lockdown research project took place. It's taken nearly 150 years to find out that Settle graveyard contains the bodies of numerous of navvies (and members of their families) and some incredible accounts of their lives and deaths in Settle were revealed.

The findings will soon be published in a book, part funded by FoSCL and the Settle and Carlisle Railway Trust and details will be available soon. Watch this space!

Sarah Lister,
Settle Graveyard Project,
settleresearch@gmail.com



Trains through Garsdale to Hawes

As already announced, Upper Wensleydale Railway (UWR) proposes a reinstated branch line from Garsdale to Hawes operated by through services between Manchester, Blackburn, Clitheroe and Hawes via Hellifield and Settle. UWR is therefore greatly encouraged to learn that Ribbles Valley Borough Council's scheme to extend train services beyond Clitheroe to Hellifield has been awarded funding from the first round of the DfT Ideas Fund. UWR is accordingly ready to work with their team as appropriate on all aspects of mutual interest to our respective schemes (UWR's application is to the second round of the Ideas Fund).

Legend has it that the previous service from Bradford and Hellifield to Hawes and back was nicknamed "Bonnyface". That service ceased in March 1959 and the reasons for the naming since forgotten. The train typically comprised two or three pre-war carriages hauled by an LMS tank locomotive. Bonnyface is brought to life in old photographs, one of which shows an Ivatt Class 2 tank plus three carriages in Garsdale's down main platform en route to Hawes from Bradford in 1953. UWR's scheme will enable this scene to be updated, but with some operational changes.

A study of the Midland Railway "2-Chain" plans of Hawes Junction (Garsdale) station

shows no facing crossover between the up and down main lines, but two trailing crossovers, one north and one south of the platforms (the former became the present crossover). The down passenger train thus had to reverse onto the up main line before heading down the dale to Hawes. Such a manoeuvre with a loaded passenger train on the modern railway is hard to imagine, to say the least, and UWR's scheme thus envisages simplification of access to the branch line.

Perhaps a more knowledgeable contributor might be able to inform interested readers of the procedures that were in place for this reversing manoeuvre and which of the two crossovers were used.

The proposed reinstatement of the 6-mile route from Garsdale to Hawes, the only branch line of the S&C, and connection to the national network would be of great benefit to the local communities as well as to the many visitors to that part of the world. Almost as a bonus, the route passes through different Dales countryside as attractive as that surrounding the S&C. In spite of waiting for the decision from the DfT Ideas Fund, the UWR team has been continuing its work on the feasibility of the reinstatement and welcomes all expressions of interest and support.

Andrew Longworth
<https://upperwensleydalerrailway.org.uk>



Picture taken from the down platform at Garsdale showing the crossover, the main line curving to the left and a conveniently parked white van marking the point where the former branch line curves to the right to begin its descent to Hawes.

Photo:
Andrew Longworth

Obituaries

Alan Sutcliffe 1931-2020



Alan Sutcliffe seen here at a Friends of the Dales meeting.

Photo:
Ann Shadrake

Throughout his long life, and indeed up to about 8 years ago when his ability to walk deteriorate markedly, Alan Sutcliffe was a very active person. A career railwayman for many years he had been a planning and scheduling officer within British Railways Midland Region in Derby, including the Beeching years of the mid-1960s, when he had fought hard behind the scenes to retain threatened train services and helped to keep the Crewe-Derby line open, and later when he moved to St Pancras in London, even to support efforts to retain the Settle Carlisle line. He was always passionate about Yorkshire and the Yorkshire Dales and was a keen walker. An active member of his local Sussex Rambler's Association group he regularly led public walks. Whilst he lived in East Sussex he was a regular visitor to the Dales, joining the youthful Yorkshire Dales Society in the early 1980s - the self-styled "Sussex Dalesman". After the death of his father in the 1990s, Alan moved back to his native Yorkshire, buying a small house in Ilkley.

Alan was a loyal supporter of several local organisations in the Ilkley area concerned with the outdoors, the environment and above all public transport. For most of his life he did not own a car but used trains

and buses whenever he could. He rarely, if ever, missed a meeting of the Yorkshire Dales Society (now Friends of the Dales) or the Friends of the Settle-Carlisle line, and was soon a very active member of Friends of DalesBus (leading walks), the Dales Way Association, West Riding Ramblers and the West Yorkshire branch of the campaigning Group Transport 2000 for whom for many years he was the events secretary, and for a time secretary of the Rail group. Every summer he also spent time on the Isle of Skye where he had several very good friends.

Living 250 miles away from his brother David and family in Sussex, Alan's "other family" were his friends in the many organisations he so loyally and generously supported (such as the Yorkshire Dales Millennium Trust to whom he gave a regular monthly donation). Whatever local good cause or event was being planned, you could be sure that Alan was there and supporting it. He was also an official Station Volunteer for Northern Rail at Ilkley, meticulously recording passenger numbers on trains.

Alan's knowledge and understanding of public transport was encyclopaedic, and his knowledge of routes and timetables was legendary, earning him the nickname of "Mr Timetable". Woe betide any bus or train company that made an error in their published timetables as they would soon receive a letter from Alan pointing out the error of their ways, even if it was only a footnote or a Saturday only variation. He was especially attached to the old West Yorkshire Road Car Company even in its post 1985 Act re-birth as the Transdev Blazefield group of companies such as Harrogate & District, and he was a constant correspondent with them and user of their services, especially the Sunday Dalesbus network. One of the great sadnesses of his life was when he could no longer walk to a bus stop to get on the Sunday DalesBus to Hawes or even the train to Ribbleshead for the bus to Swaledale. Yet even in these times he could recall details of meetings with British Railway colleagues held in the 1960s, who attended and what was said, in photographic detail, even when he became confused about more recent events.

He will be sorely missed by his friends and family.

Alan's funeral was held at Skipton Crematorium, on Monday September 21st.

Colin Speakman

Eileen Christmas (1956 - 2020)

My friend of 39 years and FOSCL member, Eileen Christmas, sadly passed away on 13 June 2020.

Eileen lived most of her life in and around Cookridge, Leeds. Her working life was spent entirely within the insurance sector.

In her younger days, Eileen walked regularly with the Leeds Holiday Fellowship group, Friends of Dalesrail, FOSCL and also independently with her sister and close friends. Walking introduced her to the Settle-Carlisle line and she became a frequent traveller including during the period when the line was under threat of closure. Her walks covered a wide area, Kirkby Stephen; Appleby and the lower Eden Valley were particular favourites. Eileen was not the fastest walker but she introduced me to the somewhat challenging walk between Garsdale and Kirkby Stephen via Mallerstang Edge. At that time, the last train south departed earlier than now so it was a rush to get to Kirkby Stephen station. I walked quicker

than Eileen on the final stretch, the train drew into the station just as I reached the bottom of the access road. I yelled out at the guard to wait for Eileen who was some way behind; the train luckily waited. I did not fancy walking round Kirkby Stephen looking for overnight accommodation in a pre-mobile phone age! But Eileen did have a sense of adventure also enjoying white knuckle rides and rough ferry crossings.

Eileen met Keith Christmas when she started a new job at Cornhill Insurance. He became the one man in her life; they married in June 2003. Keith had been active in the Air Cadets since he was 13 and spent many weekends in the Three Peaks area, supporting young cadets working towards Duke of Edinburgh awards so was familiar with the Settle-Carlisle line. He had an interest in steam locomotives and Eileen would regularly accompany him to themed events such as 40s weekends at heritage railways. Sadly, Keith was diagnosed with cancer and after a prolonged struggle passed away aged 55 in December 2013.

Eileen never stopped grieving for Keith. Her ashes are interred in Keith's grave in a cemetery on the edge of Guiseley, appropriately with a good view of trains to and from Ilkley and the moors beyond.

Philippa Simpson



Tragedy struck the S&C on Tuesday August 18th when the fireman of LMS Royal Scot Class 46115 Scots Guardsman, Mike Middleton, died on the footplate between Kirkby Stephen and Garsdale whilst working south with The Dalesman charter.

Here FoSCL Chairman Paul Brown (left) and Garsdale volunteer Pete Brown lay a wreath on the behalf of FoSCL.

Photo: Roger Templeman

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***Above: 66301 + 66302 on the water jets heading south from Carlisle, near Armathwaite.
20/10/2019.***

***Below: 60020 'The Willows' taking empty gypsum wagons back from Kirkby Thore to Tees Yard;
Ribblehead and Whernside.***

Photos: Pete Shaw





Above: 66740 'Sarah' with the china clay tanks from Wembley to Irvine, at Waitby. 23/1/2019.

Below: 70812 on the Mountsorrel to Carlisle ballast train near Blea Moor. 10/4/2019

Photos: Pete Shaw



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Special Traffic Report

July 23rd	60055 + 56103 Carlisle - Boston Docks
Aug 4th	35018 York - Carlisle, ballast spoil.
Aug 8th	46115 Carlisle - Euston
Aug 11th	35018 Chester - Carlisle
Aug 18th	46115 York - Carlisle
Aug 19th	70000 Crewe - Carlisle
Aug 21st	45562 York - Carlisle
Aug 26th	46100 Crewe - Carlisle
Sep 2nd	46100 Crewe - Carlisle
Sep 6th	45562 York - Carlisle
Sep 15th	46115 York - Carlisle
Sep 19th	6201 Chester - Carlisle
Sep 22nd	35018 York - Carlisle
Sep 23rd	47593/47712 Hull - Appleby
Oct 10th	47805/47712 Wolverhampton - Appleby
Oct 10th	45562 York - Carlisle

The private charter series called the 'Staycation Express' had a variety of classic traction, being 47593, 47712, 37521, 37667, 20107, and on the final day 40145. The steam loco running as 45562 *Alberta* was really 45699 *Galatea* in disguise; *Alberta* having been cut for scrap many years ago.

To allow proper social distancing for operators the weedkiller MPV (Multi Purpose Vehicle) ran sandwiched between two class 66s.

The track assessments have usually been done by the New Measurement Train, ie IC 125, but occasionally by class 67 locos instead.

Preparations to combat leaf fall causing trains to slip began on Oct 1st with DRS 66s top and tailing the high pressure Water Jets; and then on Oct 6th the gypsum train changed from class 66 haulage to class 60 (no. 60011 at first) which have much better grip.

Pete Shaw

Below: 40145 with the Staycation Express at Settle Junction on 12/09/20. Photo: Chris Gee





Above: 45699 "Galatea", running as 45562 "Alberta", approaches Kirkby Stephen with "The Waverley" on Sunday 6th September 2020. Photo: Ian Pilkington

Below: And the train is seen again heading away from Kirkby Stephen. Photo: Peter Ainsworth





Above: LMS Jubilee 4-6-0 45562 "Alberta" again, this time storming up Ais Gill.

Photo: Rodney Towers

Below: 46115 crosses Dandry Mire Viaduct (viewed from the former Hawes Branch) with the Dalesman on 18/08/20

Photo: Peter Ainsworth



S&C Locomotives at Leeds (Holbeck) Shed

By George Sidebottom

Ex LNER A3 4-6-2 Pacific Locomotives

In Magazine No.149 (August 2017) David Mathias contributed an interesting article, titled 'Memories of A3s'. The feature explained that some of the ex LNER Pacifics, displaced by East Coast route dieselisation, were cascaded to work over the Leeds-Settle-Carlisle line.

By the end of 1960, Leeds Holbeck shed had an allocation of nine A3s, reallocated from various sheds:

60038 <i>Firdaussi</i>	Ex Gateshead (Newcastle) 52A February 1960
60069 <i>Sceptre</i>	Ex Leeds Copley Hill 56C November 1960
60070 <i>Gladiator</i>	Ex Leeds Copley Hill November 1960
60072 <i>Sunstar</i>	Ex Leeds Copley Hill November 1960
60077 <i>The White Knight</i>	Ex Heaton (Newcastle) 52B February 1960
60080 <i>Dick Turpin</i>	Ex Heaton (Newcastle) May 1960
60082 <i>Neil Gow</i>	Ex Heaton (Newcastle) May 1960
60088 <i>Book Law</i>	Ex Heaton (Newcastle) May 1960
60092 <i>Fairway</i>	Ex Heaton (Newcastle) May 1960

The A3s did sterling work on the S&C line, and were well liked by footplate crews, but problems were experienced with routine maintenance of the locomotives. The A3s had to visit Leeds Neville Hill shed for routine piston and valve maintenance, and Leeds Farnley Junction shed for routine boiler maintenance. A constant problem at Leeds Holbeck was that the A3s were a very tight fit on the LMS turntable, and frequently used the Leeds City junction triangle, an inconvenient manoeuvre at this busy junction.

In June/July 1961 eight of the Holbeck A3s were transferred away to other sheds: Leeds Copley Hill - then to Ardsley (60069/60070/60077) to Ardsley (Wakefield) 56B (60080/60092) and to

Heaton (Newcastle) (60072/60082/60088). 60038 remained at Holbeck shed until June 1963, when the engine was transferred to Leeds Neville Hill 55H.

B.R. Britannia 7MT 4-6-2 Pacific Locomotives

In December 1958, in exchange for 'Royal Scot' 46108 *Seaforth Highlander* Holbeck received (from Manchester Longsight shed 9A) a BR 'Britannia' class locomotive, for trial on the S & C line: 70044 *Earl Haig*

The BR Standard engine performed well, and in January 1960 Holbeck shed received two more of the class (from Glasgow Polmadie shed 66A). These locomotives were the last of the class constructed (September 1954):

70053 *Moray Firth*
70054 *Dornoch Firth*

Sulzer Type 4 'Peak' Class Diesels

The first Peak class locomotive arrived at Holbeck diesel depot in late 1960, and deliveries continued for the next eighteen months. The Peaks were to replace steam on the Midland main lines, including Leeds-Settle-Carlisle.

Drivers and maintenance fitters could not be re-trained quickly enough for all the locomotives to enter service. In addition, the new diesels were totally unreliable, and availability was described as 'absolutely appalling' 'a total farce'. In March 1962 a visitor to Holbeck shed/diesel depot noted that the yard was packed with idle Peak class diesels.

Even some years later, in July 1966, it is recorded that of the 25 'Peaks' allocated to Holbeck, thirteen were unavailable.

Ex LMS 'Jubilee' 6PSF 4-6-0 Locomotives

The less powerful 'Jubilee' class were introduced from 1934, and Leeds Holbeck shed always had an allocation, which varied through the years.

Although good engines, the 'Jubilee' class had limited haulage capacity on the challenging S&C line. In the early 1940s the railway press reported occasions when 'Jubilee' hauled heavy wartime trains stalled through shortage of steam, on the grades from Settle Junction to Blea Moor.

The examples of the 'Jubilee' class, based at Leeds Holbeck shed, with their lower

power classification, and more varied duties, could be the subject of a separate feature.

Ex LMS 'Royal Scot' 7P 4-6-0 Locomotives

Leeds Holbeck was an ex LMS shed which used shedplate 20A from 1935 to January 1957, 55A from February 1957 to October 1967. For many years the shed had an allocation of LMS 'Royal Scot' class 7P 4-6-0 locomotives.

Following the 1942 trial rebuild of two Jubilee class engines (5735 'Comet'/5736 'Phoenix') with a larger type 2A tapered boiler and double chimney, they were allocated to Leeds shed, for extensive trials on the S & C line. The trials were a success, and Crewe works was instructed, initially, to rebuild twenty of the Fowler designed parallel boilered 'Royal Scots' with the type 2A tapered boiler and double chimney..

In August/September 1943, three of the rebuilds were sent to Leeds Holbeck: 6103 Royal Scots Fusilier/ 6108 Seaforth Highlander! 6109 Royal Engineer. A further rebuild 6117 Welsh Guardsman followed in March 1944.

Due to re-allocations, Holbeck lost 46103 (October 1958) and 46108 (December 1958).

Other Royal Scots which were allocated to Holbeck (55A), and became regular performers on the S&C.

46133 *The Green Howards*

December 1946 - October 1958

46113 *Cameronian*

February 1951 - December 1962

46145 *The Duke of Wellington's Regiment (West Riding)*

January 1953 - December 1962

46112 *Sherwood Forester*

February 1953 - December 1959

46130 *The West Yorkshire Regiment*

December 1959 - December 1962

4646109/46113/46117/46130/46145 remained at Holbeck until withdrawal in 1962. The 'Royal Scots' were the mainstay of S & C express haulage for many years, as featured in countless photographs, at the head of 'The Thames Clyde Express' and 'The Waverley'.

Below: 46130 The West Yorkshire Regiment seen at Carlisle circa mid-late 1962 during a visit by a church group, interested in railways, from a Leeds church Sunday school.

Photo: George Sidebottom



Too numerous to list are the 'Royal Scots' loaned to Holbeck for very short periods, when a 55A engine was undergoing heavy repairs.

In 1961, Holbeck continued the transition from steam shed to diesel depot, and transferred away not only eight A3 engines, but the five reliable 'Royal Scots' were retired to local goods sheds at Low Moor 56F and Mirfield 560. The goods sheds were instructed to maintain the five locomotives in good condition, and Holbeck often borrowed the 'Royal Scots' for passenger work, due to unavailable diesels.

The reallocation of the 'Royal Scots' proved to be a premature decision. As a result of the diesel fiasco, the B.R. Midland lines were desperately short of express locomotives. In June 1962 Holbeck requested the return of the five 'Royal Scot' engines, from Low Moor and Mirfield. 46109/46113/46117/46130/46145 were reallocated to Holbeck shed.

In July 1962 the Holbeck allocation list includes the five 'Royal Scot' engines: 46109/46113/46117/46130/46145 the three 'Britannia' Pacifics: 70044/70353/79054 and the solitary ex LNER A3: 60038.

The Holbeck 'Royal Scots' returned to express work on the S&C line, and were again seen at Mallerstang and Blea Moor, but finally, in November/December 1962, Holbeck received the withdrawal notice for the five reliable engines. No more would 46109 *Royal Engineer* or 46130 *The West Yorkshire Regiment* be seen and heard storming through the Pennine hills.

*Publications used for reference purposes include:

Yeadon's Register of LNER Locomotives - Gresley A1 and A3 Classes The Book of the Royal Scots - Irwell Press

The Settle and Carlisle Railway - PSL/ O.S.Nock British Locomotive Shed Directory and Allocations 1962

Railway Memories No. 3- Leeds (Bellcode)

Railway Memories No.7 -Airedale & Wharfedale (Bellcode)

Railway Memories No. 16- West Riding Steam 1955-1969 (Bellcode) Railway Memories No. 20- West Riding Steam Pictorial (Bellcode)

The above publications are a reliable source of accurate information, although other publications may list alternative dates of locomotive allocation/re-allocation.

George Sidebottom



**45562
Alberta
(aka 45699
Galatea)
on the
Waverley
1z44 York to
Carlisle on
6/09/20**

**Photo:
Chris Gee**



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Above: 70814 with the Mountsorrel - Carlisle stone train at Salt Lake Cottages, Ribbleshead, on 14/09/20

Below: 70810 with the Carlisle - Chirk Kronsplan log train at Ais Gill on 16/09/20

Photos: Colin Keay





From the Archive - 1993

Above: 40 063 with a Healey Mills to Carlisle Kingmoor working on 22nd September.

Below: 47418 with an Intercity Landcruise working during August.

Photos: Colin Keay

We also acknowledge vintage photographs and documents from Mr Peter Knott which will be reproduced in future magazines and then placed in the archive.



A Vicar Remembers By Brian Haworth

(This article first appeared in the November 2016 issue of Ribble Valley rail news and appears here by kind permission of the author).

The Reverend Robert Ingram, in writing a farewell letter to his parishioners in Chatburn in 1877, makes very interesting references to the building of the railway through Chatburn, which he witnessed, and he talks about the navvies, who are often the brunt of criticism concerning their behaviour. Speaking about the different people he had met since his arrival in the Parish thirty-nine years earlier, Mr Ingram thinks about the men and their families, who lived in Chatburn, while building the railway extension to Hellifield.

He writes -

"I see navvies and engine men and infer from the loading of the trucks what part of the operations of new line are making most progress; excavations, quarrying, or construction of the viaduct, or at what distance from the village the labourers are mainly engaged. This able and useful class of workman are so migratory – here for a while then off again somewhere. Recent comers I cannot hope to become acquainted with, but for many who remain I have a great regard.

I have been pleased with friendliness and amiable characteristics, meeting men well brought up, thoughtful, intelligent, frank and pleasing in manner and conversation. The women seem sadly out of their proper place as they make their home in the midst

of the disagreeable and unwholesome circumstances of hut life or tumbledown cottage unfit for habitation. They must have been in their earlier days accustomed to all that is congenial to well-trained minds and domestic habits, to everything decent, wholesome and kindly.

Regarding the children, we are amazed that in the forbidding conditions of their life they have retained the simplicity, gentleness and charm of childhood, as they pleasantly peep from under a mask of unavoidably dirty. We dread the future for these poor children and pray God to open a way of escape from the horrors and dangers of hut life, from circumstances so indelicate, indecent and degrading, from sights and conversation so immoral and polluting, from the hearing of profane and malicious language, from sights of drunkenness and fightings.

These families have been, for two years or more a considerable element in our population. I have met people from almost every county of England and Wales and have been deeply interested in the accounts they have given me of their lives and experiences early and recent in their descriptions of places which I know well".

Brian Haworth

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Engineering Works



A £2m Great North Rail Project investment saw the replacement of two bridges on the S&C between Saturday 24th and Wednesday 27th October; buses replaced trains between Skipton and Kirkby Stephen during this period. These 'cattle-creeps' were demolished and replaced by two modern structures.

Photos: Network Rail



Meanwhile, preparations were in hand for a £2.1m investment on Ribbleshead viaduct - also as part of the Great North Rail Project.

Improvements to drainage and restoration of brickwork had been necessitated by the rigours of the Ribblesdale weather.

The magnificence of the 144-year-old Grade 2 listed structure can be seen below.

Photo: Pat Arrowsmith



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.

The AGM

I'm a relatively new member and have just taken part in my first AGM, held on Zoom on 3rd October. There was a general air of apology that we had to conduct business in this manner, and that the SGM to consider the proposed changes to the constitution should wait until it can take place face-to-face.

I suggest that on-line meetings offer new opportunities to engage with a much wider audience. From a comment from another member at the AGM, I know I'm not alone in finding it difficult to attend meetings in person. It's much easier to take part in meetings on-line, avoiding the time, expense, and health risks of long-distance travel. I'd like to encourage the committee to conduct more business on-line and, when it's possible to resume face-to-face meetings, continue to offer on-line

participation to those who are unable to attend in person. I think this would encourage participation and active support from a wider group of members.

Many thanks for all you do and the excellent magazine.

Ken Bailey - by email

Thank you to Richard Morris for hosting the AGM today. I think it all went very well and having 50 attend was well in excess of the 40 attendees required for a quorum. I thought we might be struggling in terms of numbers but I was wrong.

I joined FOSCL in 1981 - I was the 240th member - and have attended many AGMs. This is the first meeting where members were not physically present. The main thing I missed was the opportunity to chat to people before, during the break and after the meeting. Also the guest speakers who are usually very interesting. Perhaps

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if we have another AGM by Zoom, then possibly consideration could be given to inviting someone from Northern to provide an update on the challenges posed by the pandemic particularly in relation to the S and C. Also their aspirations for services in the future.

Zoom meetings do have positives however. Members who live some distance away can attend and participate with ease. For such members, AGM attendance can involve a considerable time and financial commitment. Also many of our members are older and not all are in the best of health. They may find it physically difficult to attend a meeting in say Settle or Carlisle. However being able to attend an AGM in the comfort of their own home is both welcome and inclusive.

Philippa Simpson - by email

We are all getting old

The age profile of those attending the AGM was somewhat alarming. I expect a bias towards older ages in an organisation like FOSCL but not quite the dominance of over sixties in the graph (and I suspect of over 70s looking round the faces on the screen).

The Treasurer assured us that membership had been stable for a long time, but as we are often reminded 'past performance is not a guide to future prospects'. I suspect the membership is still dominated by those of us who joined during the closure battle, when we were much younger (I was 30).

We are a hardy lot, so losses through death so far have been limited, needing relatively few new members to maintain numbers. But we won't go on for ever, and a trickle of new members won't be enough to sustain the membership as the original cohort drops out in increasing numbers.

Someone should look seriously at the age profile and how it is likely to affect the society's viability in the medium term, as well as considering how to broaden the appeal to people who are less old.

John Harrison, Wokingham

Bridges and Crossings

Thank you for the various letters considering bridges, lifts and line crossings at Horton. Roger Bastin makes many helpful suggestions but I was concerned to see him write about "the very powerful disabled lobby" who would be "up in arms" if their requirements are not met in any solution.

I first visited Horton fifty years ago to set off camping and hiking, but none of us is getting any younger and may know friends and family who want to enjoy the Dales but can no longer easily manage a footbridge. When my late mother had to rely on a wheelchair to get around it was all too clear that lip service is often paid to disabled access, while the reality is of being shut out.

The Disability Rights Commission has been and gone and its successor body has a wider remit and smaller budget, so I see little evidence of the 'very powerful disability lobby'. Instead it is up to us to speak up and make sure that buildings and services are fully accessible to our older and disabled friends and neighbours.

Ian McHugh - Sheffield

Long Preston Stops

An article by Robert Foster in the June 2020 magazine suggests that no trains for the S&C line stop at Long Preston with the exception of the evening train from Leeds.

This station is a junction (*exchange station?* - ed) and provides access to the S&C from a large population to the west side of the country including Birmingham, Manchester and Liverpool as well as the resorts of Morecambe Southport, Blackpool and the Lakes. In most cases connections can be made at Hellifield or Skipton but, in at least one case, a change has to be made at Long Preston and involves the 10.45 train from Lancaster which is probably the most important service. Publicity for the link would, I feel, increase the number of passengers using both routes.

Duncan Armstrong - Padiham, Lancs

'Staycation' Trains

Thanks for a most interesting issue (161) as always.

May I through the magazine offer a MASSIVE thank you to all the parties involved in getting The Staycation Express up and running. I hope it proves worthwhile, financially, and will become an annual event. If it covers costs this year surely it will be much better used from 2021 onwards.

As Mark Rand rightly says it is 30+ years late in arriving, great foresight Rail Charter Services Ltd. to see an opening.

I live in west Wales, I just wish that Transport For Wales had this sort of foresight and arranged regular scenic journeys on The Cambrian Coast and Heart of Wales lines.

Maybe what has happened on the S&C will lead to other similar regular summer workings on scenic lines in the UK. Well done to everyone involved.

I hope to travel on it in 2021.

Nigel Bird - Tregaron

Bikes on Trains

There is a forum thread: <https://www.railforums.co.uk/threads/5x-class-153-conversion-to-bike-and-baggage-vans-for-scotrail.159376/page-44> which states the Class 153 will not be in the middle of the class 156 but in the middle of the formation (post 1291) as the class 156 inner end couplings were changed from BSI to bar inner couplings (post 1289). Other posts may be relevant. This thread has been running since 13 Jan 2018.

No doubt you will get several emails on this topic.

Trevor Wilson - by email

(Editor's Note: *Thank you for putting me correct on this; there was no flood of emails I am afraid!*)

Dalesrail

As a traveller along the line, mainly through the 'Dalesrail' Summer Sundays special service, to enjoy delightful led walks, I think this aspect of



40145 with The Staycation train at Helwith Bridge giving a lovely view of Pen-Y-Ghent for the passengers on 12/09/20. Photo: Stephen Richmond

line usage is overlooked when discussing rail user issues in the magazine.

I have been a Dalesrail participant since around 2005 and share here a personal viewpoint only - I do not speak for the organisers of the Dalesrail trains!

For the sake of argument, let us assume 150 passengers on the Sunday train, therefore, over the late May to early September season, maybe 16 rail journeys, suggests perhaps around 2500 passengers are buying rail fares. We are as valuable a source of revenue as any other and the figures quoted could be on the low side. 'Dalesrail' Sunday trains run, of course, from Blackpool, Preston, Blackburn and up through Clitheroe and Hellifield and onto the S&C.

The 2018 season, I think, was a near write off due to operational reasons and the 2020 season scrapped altogether because of safe distancing issues on a busy train.

The result is a significant reduction in passenger usage along the line and is worthy of the occasional mention in the magazine surely?

After all, I think it was early Dalesrail walker special services that were a factor in the case for retaining the line and operating the more remote stations?

Simon Pearce - Bolton, Lancs

Bill Bannister

It was good to read the brief biography of Bill Bannister in the latest Journal. Undoubtedly he represented many men and women who gave great service on the line.

Not being acquainted with the line until the mid 70s I never had the privilege of meeting him. I did however meet many who were very welcoming to enthusiasts including Jack Sedgewick - a fellow signalman at Dent. Visits to the box often took a familiar pattern as Jack would go to the box seat and produce copies of the famous photos taken at Dent during the winter of 1947. Jack was I believe the last signalman at Dent and proved that BR did have a heart. The box closed in January 1981 but not until after Jack had retired.

Another lovely man was Jack's cousin Donny - again a fellow signalman who also lived at Cowgill; but there were many others including perhaps the most well known, George Horner who told many a tale and of whom many a tale was told. George was for a long time signalman at Blea Moor and my favourite story was when Radio 4 came to interview George in a series of those who worked in lonely isolated places. During the interview George was asked if ever he talked to himself. No he replied but sometime I talk to bucket! Doesn't that worry you the interviewer asked? George promptly replied - only when bucket answers back.

There have been few silver linings during the pandemic but searching archives and personal memories must be one of them. I hope future issues will bring us more tales of those who served this great line so well.

Eddie Parker - Beverley, East Yorks

Magazine, Cover and Recycling

I must write to you regarding the August 2020 journal. I found it very interesting - great photos, articles etc. Well done to all.

R.A. Armstrong - Blackpool

On reading Dan Lucas' letter in the August journal I wish to add a few comments of my own.

1. The cover looks very good and attracts people to read the journal; maybe they would consider becoming a member of the Friends if they are not so already.
2. I agree with the Editor's comment that a lot of photographic quality would be lost if the same quality of paper was used as that for the inside pages.
3. Why not recycle your journals by placing them in hairdresser, doctor's surgeries and dentist's waiting rooms when the pandemic is over; this would spread word of the Friends' existence and perhaps gain new members.
4. I do not want an electronic version of the journal and prefer things as they are - loss of picture quality again would be an issue. I used to take my copy to work in order to read it at lunchtime; the handy A5

size fitted nicely into my bag with my lunch box.

Another observation is that my copy of the journal arrives in good condition; as a member of several transport societies I get A5 publications regularly and a few have gone missing recently or arrived damaged. Is this a result of poor envelopes? Please make sure that we keep using quality envelopes.

Alan Prosser - Baildon

I was shocked to read that one of your correspondents in the last issue said he puts most of the magazine in the recycling bin, and throws the cover into the general rubbish!

I am at the other end of the spectrum. I keep all the magazines in sequential order and after several issues take them to the Bookbinder to be made up into hardback volumes in maroon Buckram cloth with gilt lettering. By the end of 2019 this collection runs to 12 volumes, going right back to 1981.

Our FoSCL magazines chart all the news and developments of the S & C, forming a chronological commentary and modern history of the line, and therefore well worth keeping.

Pete Shaw - FoSCL Vice President



(Editor's Note: With regard to picture quality I am working on ideas to improve this with electronic magazines - downloads? Dropbox? WeTransfer?)



Above: 40145 is on the back of the 1243 12:18 Skipton - Appleby, The 40 is displaying the headcode for the return working. The photographer says "I don't usually do going away shots but this was exceptional!"

Photo: Stephen Willetts

Rear Cover Upper: 40145 waits as the log train passes on 10/09/20.

Rear Cover Lower: The last of the Staycation workings leaves for Skipton. See you next year?

Photos: Mike Summers

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