



Friends of the Settle-Carlisle Line

AUGUST 2010

Magazine No. 121

£2.50



Plaque unveiling at Garsdale



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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NEXT MAGAZINE: Copy date for the November 2010 magazine will be Friday 8th October. Articles, news items, photographs and letters are always welcome. Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

ADVERTISEMENT RATES FOR THE MAGAZINE: Full Page = £75. Half page = £45. Quarter Page = £30. Four ads for the price of three if booked at the same time. Please supply on disk or by email; all standard formats acceptable.

MEMBERSHIP SUBSCRIPTIONS: Individual member: £10. Junior member: £3. Family member: £12.50. Corporate member: £40. Life member: £250. Please see the Membership Secretary's contact details above or visit the FoSCL webshop.

Cover Photo: Seen at Garsdale on July 1st are (l-r) Patrick Cawley (Network Rail), Sarah MacManus (First Group National Property Manager), Douglas Hodgins (Chairman – Settle-Carlisle Railway Development Company) and Mark Rand (Chairman - FoSCL). **Photo: Andrew Griffiths**

Chairman's Report

FoSCL Chairman Mark Rand writes:

When I took over as Chairman a headline in a railway magazine announced 'Top Cop Tries to Settle Friends'. Anybody attending the 2010 AGM could have concluded I have failed. By the end of this FoSCL year I shall have been Chairman for five years. I had always promised myself that, subject to annual re-election, five years would be about right. Much less would not allow time to think strategically. That view was strengthened when Network Rail embarked on its five years of major track and infrastructure replacements. That was always going to be a difficult time, with little prospect of improvements to train services until the work was finished. Well, it has now all but finished and, lo and behold, recession and economic cuts more severe than most have experienced in their lifetimes have come about. All of a sudden the light at the end of the tunnel shines less brightly. That is not to say that FoSCL is giving up – far from it. But the country is entering a period of austerity of unknown duration from which we are not immune.

I have given it my best shot, have learned a lot, made some mistakes and some contribution, I hope. So, members of FoSCL, over to you. If you would like to put up for Chairman please do so. I am willing to carry on if nobody else will take over as Chairman rather than leave the organisation in the lurch – but would rather stand down. I shall also remain a hard working FoSCL volunteer as long as I have something to contribute.

oo000o

The last FoSCL magazine carried an article about some of the visual and planning mischiefs that were evident along the line. It provoked some indignation too. Yet within days of publication the tracks at Carlisle station had been cleared of rubbish, an advertising hoarding on the former Maryport and Carlisle Goods Warehouse in Carlisle had been removed and a mountain of rubbish in a lineside garden at Blea Moor had gone. Maybe all coincidence, of course.

oo000o

North Yorkshire County Council are engaged on a public consultation about quarries. FoSCL has responded that the Ribble valley especially has large quarries with huge future potential. Presently all of their output goes by road, with environmental consequences. The now secure and upgraded Settle–Carlisle railway line passes these quarries and was possibly a factor in their establishment and development. Stone used to be taken out by rail but when the line was under threat of almost certain closure in the 1980s (and possibly before then) there was an understandable modal shift from rail to road. Restoration of this traffic to rail would not be easy or cheap but the need to assess that step is clear. When the new IB signals were being planned at Horton in Ribblesdale we urged that they be sited to anticipate a future reconnection of the quarries to the rail network – and they were. That at least is one less obstacle to be overcome.

Please do not forget to read the membership information on the green message card sent with this mailing – you may be due to renew your membership at this time.
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We extend a very warm welcome and congratulations on his appointment to Northern's new Managing Director Ian Bevan. Ian had been Finance Director, Deputy MD and interim MD after Heidi Mottram left to become MD of Northumbrian Water. Among Ian's very first tasks as MD was to accompany us on a journey on the S&C, to better appreciate its problems – and opportunities.

We shall continue to work hard and in partnership with Northern to achieve the best possible results.

oo000o

Our On-Train Guides are road-testing the very latest wireless public address equipment to help with commentaries to organised groups. It is all but impossible to address an entire carriage full of people above the noise of the train without amplification so our guides have hitherto had to repeat themselves twice, often more, so that perhaps 50 + people could hear. This has its drawbacks. We, and Northern, have shied away from using the train loudspeakers for several reasons. Still early days but so far the new equipment seems to be highly effective. As chance would have it, there were organised groups on two of the three S&C trains on which MD Ian Bevan travelled during his visit so he was able to see and hear for himself how good the system is. One 'blue badge guide' accompanying his coach party was not slow to sing the system's praises – and his appreciation for the 'fantastic' work that FoSCL does. Without any prompting too – honestly.

Mark Rand



Seen here at Appleby on 13th July are (l – r) Ian Bevan (Managing Director – Northern Rail), Douglas Hodgins and Geoff Bounds.

Photo: Mark Rand

Editorial

Welcome to the August issue of the FoSCL magazine – newly expanded to 40 pages. As always, we hope that you will find it interesting and informative. FoSCL committee members often receive suggestions for improvements to train services; indeed more trains, more services, longer trains (more coaches!), timetable improvements and services from Clitheroe northwards are part of FoSCL's 'shopping list'. From the members we often receive other – shall we say – 'interesting' ideas. These have included extra trains running services non-stop Leeds to Skipton and then on to Carlisle, regular timetabled loco-hauled passenger trains, regular timetabled steam services, units reserved for North Yorkshire & Cumbria passengers only; and of course that old chestnut – "they ought to purchase some new trains" which we hear whenever there are problems such as overcrowding. Even a senior Yorkshire journalist fell into this trap recently. In today's highly regulated railway the answer to this must surely be "if only life were that simple!" On Page 22 Tim Calow, Chairman of the Aire Valley Rail User Group, explains the thorny problems of railway franchising. And on Page 38 in answer to a correspondent, Peter Eastham, Hon. Secretary of Ribble Valley Rail, gives a resumé of the story so far in relation to the extension of services north of Clitheroe.

This issue also sees two very important articles by men who worked on and over the S&C. Rodney Hampson describes his life as Stationmaster at Dent in the 1950s; he introduces us to a whole way of life that has now disappeared. Harry Knight worked as a footplateman over the line and shows us another way of life which has also disappeared and which had hardships and toil far removed from the romantic notions enjoyed by the many who think that driving a steam engine was a life full of glamour.

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

Visit FoSCL's expanded on-line shop

New!

- * **Comprehensive range of Hornby items at very competitive prices.**
- * **Walking guides: a range of walks to suit everyone in the Dales and along the S&C.**
- * **Books: including the Bellcode Memories series and two brand new titles *The Settle–Carlisle Past & Present* from Silverlink and Howard Routledge's *Settle–Carlisle Steam, From Lineside to Footplate*.**
- * **DVDs: including a brand new double album *The Settle–Carlisle Line Past and Present* from On Track productions – a companion to the Silverlink book with the same title.**

Plus

- * **Ruswarp miniatures and miscellaneous items such as key rings, calendars, postcards, historic postcards and tea towels.**

And

- * **You can renew your membership and apply for Gold Cards on-line.**
Just visit www.foscl.co.uk

FoSCL NOTES

Gold Card Payments

Members need to be advised that Gold Cards which are paid for by Standing Order will not be dispatched until the money is in our Bank Account.

We also need to point out to members who are renewing the cards and do not pay by Standing Order that renewals can only be accepted three weeks before the date of expiry.

I am getting requests for replacement cards as far in advance as August and it is not possible to produce the cards so far in advance.

Peter Davies – Membership Secretary

S&C Publicity

It's been a busy time for publicity about the line. A brand awareness double-royal poster for the S&C has been produced by FoSCL and this has been put up at over 80 stations across the North of England. A smaller size has been distributed to Tourist Information Centres and is on sale at the Settle and Kirkby Stephen station shops priced £5. A winter version will be produced for later in the year.

New Guided Walks and Membership leaflets, in a more contemporary style, have also been produced. For the first time there is now a general leaflet about the line entitled *Ten Reasons to Take One of the World's Greatest Train Journeys*, this having been funded one third each by FoSCL, the S&C Development Company and Northern. Anne at the Dev. Co. wrote the text for this and the design of all the above material (plus the promotional banner on display the AGM in April) was done by Imagerail at Kirkby Stephen station.

Last but hopefully not least, 20 press releases have also been issued since last October.

Andrew Griffiths

Volunteer walk leaders needed

New volunteers to lead FoSCL guided walks would be very welcome. We try to organise walks every Saturday, and as many Sundays and Wednesdays as possible, throughout the year. Walks are led from the northbound Settle–Carlisle trains, the Morecambe line and the southbound Carlisle–Settle trains.

No formal qualifications are required but you would need to be a regular walker with a good knowledge of the Dales and the footpath network. You should be competent in the use of map and compass and able to confidently lead a group of up to 20 to 30 participants. Walks are normally between 8 and 14 miles in length. Walk leaders are expected to lead an average of one walk per month as well as acting as back up on other walks and checking routes in advance of leading an advertised walk. In return you can be offered the use of a Northern rail pass which gives free travel on the line in conjunction with FoSCL activities. If you are interested please contact:

David Singleton, Walks co-ordinator, at david.singleton@settle-carlisle.com or ring 01228 576856

David Singleton

Coming Events

Sat Dec 4th: FoSCL Christmas Lunch.

Sun Dec 5th: Church Service and 1910 Accident Memorial Re-dedication – Hawes.

Sat Dec 11th: Settle Station Open Day.

Sat Dec 11th: Walkers' Christmas Lunch.

Sat Dec 18th: Langwathby Christmas Lunch.

Sat April 16th 2011: AGM of FoSCL at the Victoria Hall – Settle.

27th June 2011 – 30th Anniversary of the founding of FoSCL

Church Service on Garsdale Station

On Sunday 30th May a church service on Garsdale Station, led by Canon Bill Greetham, one of FoSCL's On-Train Guides, was attended by around 100 people. The service was accompanied by Hawes Silver Band in their Sunday best jackets and by Gunnerside choir up and over from Swaledale. Railway people mixed with local people to create a very friendly atmosphere. Bill Mitchell gave out the service sheets and greeted people as they congregated on both platforms.

The service opened by singing an

Afterwards everyone went to the Chapel for a buffet lunch in the tiny building – official membership two. The spread was magnificent, the chapel so full that they even sat in the pulpit. A talk then followed by Bill Mitchell about Mallerstang, whilst a dedicated bunch of walkers went on a walk, led by Peter Davies, of the local area. The Chapel has strong connections with the railway and it was a joy to see both being brought together.

Ruth Evans



appropriate hymn for Garsdale, "For the Beauty of the Earth" – Canon Greetham noted the sun, "someone's looking after us". The Bible reading from Isaiah 6, 1–8 was very apt with the words "His train filled the temple." There was also reference to coals of fire and being filled with smoke. Proceedings were overseen by the bronze statue of Ruswarp, a collie that had belonged to one of the Settle and Carlisle's most avid proponents who had died while walking in Wales.

The statue of Ruswarp seems to be watching the Gunnerside Choir at Garsdale station on Sunday May 30th. Just visible behind the choir are the Hawes Silver Band and to the right is the Rev. Canon Bill Greetham.

Photo: Ruth Evans

Garsdale Plaque Unveiling

Network Rail's restoration and refurbishment of Garsdale Station was recognised last year with a National Rail Heritage Award. FoSCL contributed £10,000 towards the cost and also funded the display boards inside the waiting rooms; these were professionally designed by Pam Harrington who donated her services to the project.

These high quality displays tell the story of Garsdale (formerly Hawes Junction) station and the sad tale of Ruswarp the dog, whose bronze statue now stands on a plinth on the up platform. FoSCL launched a highly successful appeal for the statue, which has now become a tourist attraction in its own right. On 1st July 2010 a plaque fixed to the end wall of the up waiting room was unveiled by Sarah MacManus, National Property Manager for First Group, who are the sponsors of the award. Speakers at the unveiling were Patrick Cawley of Network Rail, Douglas Hodgins (Chairman of the Settle–Carlisle Railway Development Company) and Mark Rand (Chairman of FoSCL).

**Richard Morris –
FoSCL Secretary and Webmaster**



The plaque just after unveiling at Garsdale, 1/7/10.

Photo: Richard Morris

THE STATION HOUSE MOORTOWN

Bed and Breakfast on the edge of the Lincolnshire Wolds
Located a few miles North of Market Rasen, Moortown Station is on the Lincoln–Grimsby Line, and was originally part of the Manchester Sheffield and Lincoln Railway.

Built in about 1849 the house still retains a few original features (including passing trains).

One Double Room only available at present.

More details on our website www.moortownstation.com

Telephone 01472 852900. E-mail –
enquiries@moortownstation.com

FoSCL Christmas Lunch

The FoSCL Christmas Lunch has been arranged for Saturday 4th December 2010 to be held in The Falcon Manor Hotel, Settle which is no more than a 15 minute walk from the station.

Drinks will be available from the bar from 12.30 onwards.

Lunch will be served at 1pm.

The after dinner speaker will be Stan Hall MBE. Stan had 40 years with BR, mainly in the operations and safety side of the business. He then took up a writing career (about railways, naturally) and became a voluntary warden for the Yorkshire Dales National Park, mainly leading guided walks for Dalesrail and FoSCL trains, which he did for 12 years.

The event should finish no later than 5pm.

The number attending will be restricted to 80 people.

Bookings should be sent to the address below, with cheques made payable to:

The Falcon Manor Hotel at £13 per person.

When booking, please state your choice for each course on the menu.

Should you require any further information please email me preferably, if not by phone.

Bookings to: Ruth Evans

49 Kings Mill Lane, Settle, North Yorkshire BD24 9FD

Email – RuthEvansLtd@hotmail.com Phone 01729 825454

Menu

Starters

Choose from:

Winter vegetable soup, chopped garden herbs & croutons

Smoked mackerel paté, bread wafer & a little salad

Fresh melon, mulled spiced berries & sorbet

Main Course

Choose from:

Traditional roasted turkey, farmhouse sage & onion stuffing, streaky bacon wrapped chipolatas, cranberry sauce & classic pan gravy

Roasted Yorkshire beef topside, Yorkshire pudding, horseradish & "grannies" gravy

Baked Whitby haddock, white wine, garlic & lemon reduction, garden herbs

Roasted root vegetable hot pot, mixed pulses, mature cheddar & breadcrumb crust

All served with brussel sprouts, crushed swede & carrot, roasted potatoes

Desserts

Choose from:

Christmas pudding & brandy cream sauce

Dark chocolate & stem ginger tart, vanilla cream

Selection of ices

Coffee & mince pies

Langwathby Christmas Lunch – 2010

This year's lunch will take place on Saturday 18th December with a starting time of 13.15.

After lunch there will be the ever-popular quiz on the S&C with prizes for the winners.

Please make your choice from the menu and send it to myself, John Johnson, at the address below. Please make your cheque for £19 payable to 'Brief Encounter, Langwathby'.

Last year's lunch was full so book early to avoid disappointment.

Menu

Starters

Choose from:

**Minestrone soup with warm bread roll
Duck spring rolls with hoi sin dip and mixed salad
Florida cocktail**

Main courses

Choose from:

**Roast turkey with all the trimmings
Minted lamb Henry
Scottish salmon, lemon & dill en croute
Red onion caramelised tart
All with market-fresh vegetables**

Desserts

Choose from:

**Chocolate tart
or Citrus Bavaois (lemon and lime mousse on a sponge base)
Above served with Taste of Eden ice cream
Traditional Christmas pudding & brandy sauce**

**Glass of Gordon's mulled wine
Brief Encounter blend coffee**

**I look forward to seeing you all again in December
John Johnson, 14 Scotby Close, Carlisle, Cumbria CA1 2XG
Tel: 01228 593943. Mobile: 0775 959 3242**

Sales Department

It is August so it is time to think about Christmas! All members should have found a Christmas Sales list included with this magazine. It helps our Appleby mail order team, led by Kath Smith, if you could submit your orders early. There are several new lines this year including two new books (which can be ordered together at a special price) and a new double album DVD. Could everyone please note that payment for mail orders **cannot** be made by credit card. If you want to use this method of payment you should use our webshop which can be found at: www.foscl.co.uk

Hawes Memorial Service

On Sunday 5th December 2010, a Service of Commemoration will be held in Hawes Parish Church at which the victims of the 1910 Hawes Junction railway accident will be remembered. The accident occurred on Christmas Eve and thus the date which we have chosen will be the nearest practicable one to the exact 100th anniversary of the tragedy. The service will be conducted by the Rev. Canon Bill Greetham and the Rev. Ann Chapman, the Vicar of Hawes, and will commence at 2.30.

Following the service, the memorial provided by the Midland Railway company will be rededicated. Three of the twelve people who lost their lives are interred at the memorial which for many years was maintained by successive generations of railway workers. Since privatisation it has fallen into a bit of disrepair and FoSCL has commissioned the firm of Pickards, of Aysgarth, to refurbish it. All are invited to attend. There may be the possibility of

running a special bus from Ribbleshead station to enable visitors to travel by train. A fare would be payable.

If you are interested in using such a bus could you please contact the Editor (contact details in front cover). We must stress that the bus will only run if enough people are interested and that, at this stage, we cannot advise as to the likely cost to passengers.

We would like to thank the Vicar of Hawes for her kind permission to hold this service.

Paul A. Kampen

Below is our historic photo for this issue – a postcard which was produced after the accident. The practice of producing such cards was common at the time. The wreckage is of a St. Pancras to Glasgow express which had run into the back of two light engines just north of Lunds crossing. An engine chimney currently at Appleby station is said to be from one of the locomotives.

C/O Hawes Junction Chapel



News Notes

60 New Places Off the line to Visit by Bus

There are Bus Links to sixty destinations from the S&C featured on the new FoSCL website with times and links to timetables, most of which can also be found at www.dalesbus.org together with the latest tips on getting the best out of your trip on the S&C. Please show your support for these buses, some of which are generously sponsored by FoSCL and Northern, by using them!

The extra Saturday bus back from Sedburgh (1645) and Dent Village (1700) to Dent Station has already proved useful to many members and runs until Oct 2nd. Why not walk down the dale to Dent or use the morning bus to have a day in Sedburgh or walking on the Howgills? The "Northern Dalesman" Sunday bus from Ribbleshead to Hawes, Swaledale and Leyburn offers lots of opportunities for walking and visiting attractions and runs until Oct 17th and on August Bank Holiday Monday (return bus runs earlier to connect with train!). There's lots of room on the Sunday 0900 ex Leeds and there are discount bus fares if you show your train ticket. If you intend to travel on Sundays from Sept 12th onwards please check train times from Leeds etc carefully and be prepared for an earlier start – however the connections at Ribbleshead will be maintained during the engineering works around Shipley. Please check before travelling on Oct 17th as there are more extensive engineering works on the S&C which we did not expect to commence until Oct 24th!

Updates: The timetabled service from Settle to Malham on Thursdays & Fridays has been replaced by a Monday to Friday demand responsive service; please ring Little Red Bus on 01524 262753 at least one day in advance to book a bus to meet your train. Sadly the last Bowland Transit B1 from

Settle to Slaidburn for Clitheroe & Manchester has been withdrawn but there is a 280 bus from Skipton Station (main road bus stop) at 1900 (Mon – Sat) to Clitheroe which connects with the 1757 train from Settle.

A new service runs on Wednesdays and Saturdays to the Widdale Red Squirrel Trail from Hawes using the Little Red Bus which runs to Garsdale – it will only run if you book via Hawes NPC (Tel 01969 666210) or ask the bus driver. The Northern Dalesman will also stop at Snaizholme Lane End for the Red Squirrel Trail every Sunday.

John Disney

Service Variations due to Engineering Work

All day on Sundays 12 and 19 September 2010, owing to track work at Steeton, Leeds/Bradford Forster Square – Skipton trains will terminate at and start from Keighley and be diesel operated, with connecting buses between Keighley and Skipton. Some trains will terminate at and start from Shipley with connecting buses between Shipley and Skipton.

Leeds – Carlisle/Morecambe trains will terminate at Keighley and restart from Skipton and vice versa with replacement buses between Keighley and Skipton. Journey times involving buses will be extended.

All day on Sundays 26 September and 3 October 2010 owing to track work at Bingley, Leeds – Skipton trains will terminate at and start from Shipley (platform 3) with connecting buses between Shipley and Skipton. Platforms 1 and 2 at Shipley will not be in use. Bradford Forster Square – Skipton trains will be replaced by buses throughout. Leeds – Carlisle/Morecambe trains will start from and terminate at Skipton with replacement buses between Shipley and Skipton connecting with other trains at

Shipley. Journey times involving buses will be extended. Leeds – Bradford Forster Square trains will run normally.

From 1900 Saturdays and all day Sundays 16/17, 23/24 October 2010 the line will be blocked between Hellifield and Carlisle and between Hellifield and Giggleswick. On Saturdays the 17.50 Leeds – Carlisle, 19.19 Leeds – Ribbleshead and 18.16 Carlisle – Leeds, 21.00 Ribbleshead – Leeds trains will terminate at and start from Hellifield at advertised times with replacement buses between Hellifield and Ribbleshead/ Carlisle.

Buses will depart from Carlisle earlier at 16.10 to connect with the train and at 18.20 running through to Leeds, setting down only beyond Hellifield. The 16.39 Leeds – Morecambe train will terminate at Carnforth with a connecting bus to Morecambe and the 19.09 Morecambe – Leeds train will start from Hellifield.

On Sundays Leeds – Carlisle trains and Leeds – Morecambe trains will terminate at and start from Skipton/ Hellifield at advertised times with replacement buses between Skipton/Hellifield and Carlisle and between Skipton and Giggleswick. Separate trains will run between Giggleswick and Morecambe. Journey times involving buses will be extended. The final 08.36 Blackpool North – Carlisle and 1741 Carlisle return Lancashire DalesRail trains on 17 October will terminate at and start from Hellifield.

All day Monday to Saturday 18 to 23 October 2010 the line will also be blocked between Hellifield and Carnforth. Leeds – Lancaster/ Morecambe trains will be replaced by buses between Skipton/ Hellifield and Carnforth/ Lancaster. Journey times involving buses will be extended.

From 20.00 Saturday and all day Sunday 30/31 October 2010 the line will be blocked between Hellifield and Carlisle. On Saturday the 19.19 Leeds – Ribbleshead and 2100 Ribbleshead – Leeds trains will

terminate at and start from Hellifield at advertised times with replacement buses between Hellifield and Ribbleshead. On Sundays Leeds – Carlisle trains will terminate at and start from Skipton/ Hellifield at advertised times with replacement buses between Skipton/Hellifield and Carlisle. Journey times involving buses will be extended.

Car Parking at Keighley station

Metro is working with Leeds City College (in Keighley), Bradford City Council and Northern Rail to improve the car parking provision at Keighley rail station. In September 2010, a new rail user car park will open and provide a further 66 car parking spaces, formal drop off and pick up point, cycle storage and a new level access on to platform 1 (Leeds bound). This new facility and access point will be accessible through the new Leeds City College development off Dalton Lane. Once the new car park is open for use the intention is to temporarily close the existing car park on Mill Dam Lane and undertake refurbishment work. This work will include improvements to the car park surface and re- configuration of the car park. Once both car parks are fully operational a small daily charge for parking will be introduced as follows: £1 per car per day Monday to Friday (excluding weekends, Bank Holidays and after 17.00 week day evenings). There will be no charge for vehicles displaying a valid blue badge permit, no charge for annual bus/rail Metro cards or annual rail season tickets – a parking permit will be issued to users by Keighley rail station staff. It is anticipated that the new arrangements will come in to force in autumn 2010.

**David Stopher –
Rail Services Leader – Metro (West
Yorkshire PTE)**

A holiday idea for 2011!

Perhaps you think it is a little early to think about holidays for next year, you may well have a break planned for later this year! However, for a holiday with a difference, what about Dent Station for a week in January, the 14th–21st to be precise. Robin Hughes who owns the station has once again kindly offered a week to FoSCL as a fund raising exercise. Not only does Robin now operate the station as a holiday let, he now has one of the 'snow huts' to let out and the second will soon follow. The FoSCL week is in the station building, it sleeps six, and is very luxurious.

The 'going rate' in January for Dent is £800 per week, we will allocate the week to the highest bidder. This offer will run until the 1st of December 2010; if interested, make sure your bid is in by then.

Offers for the week to:

Douglas Hodgins

Email douglashodgins@btinternet.com

Or phone 017683 41664 any evening before 21.00hrs.

Dent Snow Huts

Robin Hughes is appealing for as much historical information as possible about the 'snow huts' at Dent station. Although they are very well known features of the line, surprisingly little is recorded about them. We know that they were never permanent living accommodation but were provided to allow staff drafted in during severe weather some form of accommodation, cooking facilities and so on. Of the three, one has now been restored for use as holiday accommodation and work is due to start on a second. One of the first people to stay in the restored hut was Michael Portillo. Another was Michael Williams who records the experience in his new book 'On The Slow Train'. Any other information would be welcome; please respond to the editor in the first instance.



The snow huts at Dent seen before and after the ongoing restoration work.

Photos: Robin Hughes



Recent Deaths

Ken Harper reports the deaths during May of the following retired members of PW staff;

Pat(rick) Brown was aged 80 and lived at Moorcock Cottages, Garsdale. He worked on the S&C for many years in the Garsdale gang and then gained promotion to inspector at Tebay (WCML) from where he retired.

Vince Armstrong was aged 86 and lived at Lazonby. He was in the Lazonby gang for many years and most of those as the bus driver for the gang.

FoSCL sends its condolences to the families, ex-colleagues and friends of these men who served the S&C and helped to keep the trains running for many years.

Community Rail Photo Competition

Each year ACoRP (Association of Community Rail Partnerships) holds a photographic competition in the run up to its annual awards. There is usually some S&C representation and this time is no exception. See if you can find the five S&C shots – and please get voting! This can only be done online, at <http://communityrailawards2010photcomp.fotopic.net/c1873741.html>. The closing date is 3 September.

The invisible line

It's a longstanding sore point that long-distance journey enquiries don't offer S&C services – for example Sheffield to Glasgow – apparently due to the slow speed. But when the wires came down on the WCML in the Shap area on the afternoon of Monday 19th July, the S&C didn't even feature in the list of alternative routes on which tickets would be valid. Maybe this wouldn't have mattered if services were diverted over the Long Drag, but with one honourable exception this did not happen. To be fair on the operators, it was expected that single line working would be introduced relatively quickly, in which case diversion would not be worthwhile. Virgin as usual replaced trains with buses between Preston and Carlisle and it appears that although DBS were offered paths over the S&C for their time-critical mail services these were turned down, the trains running up to 3 hours late as a result.

Full marks though to Trans-Pennine Express, who saved their passengers the hassle of bustitution or hanging around on stations by sending 185149 on 1M98 1611 Edinburgh–Manchester Airport our way, this being probably the first working of a class 185 over the S&C. 1583 Manchester Airport–Edinburgh was restarted from Preston at 2009 with 185122 and also was diverted. It's hard not to look back to the good old days when traction and crew resources were available to make

hastily-arranged diversions the norm rather than exception. Today's policy may be cost-effective but is it good customer service?

Shedmaster

Stay on a working S&C station

Plans for a self-catering holiday let in the restored Kirkby Stephen station building have moved a step closer with the granting of planning permission from Eden District Council, and the agreement of the Settle & Carlisle Railway Trust. Station tenants Andrew & Rachel Griffiths hope to be in a position to take bookings from mid-August for stays from mid-September onwards. There will be a special offer for FoSCL members. Anyone wanting to receive details as soon as they are available can email rachel@imagerail.com or call 01768 800208.

N^o5

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Ribblehead Air Crash

In June 2009 an air crash at Ribblehead went unreported. Nobody was hurt and the whole thing was hushed up – until now that is. OK, it's not quite as bad as it sounds. The aircraft involved was a pilotless plane being flown by people who specialise in aerial photography. You can see their website at: www.flyingcamera.moonfruit.com

Last June they asked Ribblehead custodian Tony Beckwith if they could use the station as a take off runway in order to get some shots of the dramatic scenery at Ribblehead. Slightly nonplussed but anxious to oblige Tony agreed, only to see the plane crash ignominiously, and expensively, on take off. A year later and undeterred they were back, this time carrying out an impressive and fruitful sortie over Ribblehead and Whernside. Here is a fine picture of Ribblehead station from the air, courtesy of Flyingcamera.

Settle–Carlisle Memorial Service – St Mary's, Mallerstang

This year's service at Mallerstang was conducted jointly by Rev. Richard Hall and Rev. Canon Bill Greetham. Remembered were those who died during the construction of the S&C, including many small children, and also those who died in the 1910 accident which is always referred to as the 'Hawes Junction accident' but which, in fact, took place at Lunds – not far from St Mary's. Remembered too was the Rev. Bill Turner who took the service in 2009 and who sadly died in May. At an Act of Remembrance in the churchyard, a wreath was laid at the S&C memorial by Dr John Hamilton, Chair of Mallerstang Parish meeting. FoSCL was represented by Vice-chairman Douglas Hodgins and Mrs Margaret Hodgins, Peter Davies and Paul Kampen. We would like to thank Gordon Hutton for the invitation to attend.

Paul A. Kampen



Special Traffic Report

May 3rd	47786/47804	Huntingdon – Carlisle
May 17th	HST	Derby – Heaton, test train
May 22nd	56312+ 66148	Birmingham – Carlisle
May 22nd	HST	Heaton – Derby, test train
May 29th	67017	Hooton – Carlisle
May 31st	55022	Stockport – Edinburgh
June 2nd	48151	Lancaster – Carlisle
June 12th	47501/47802	Crewe – Carlisle
June 24th	60163	Carlisle – London
July 3rd	71000	Carlisle – London
July 7th	37409	Kilmarnock – Doncaster, inspection saloon
July 10th	47501/47712	Leicester – Carlisle

On May 1st, two freight trains were diverted on to the S&C from the WCML; a Crewe to Carlisle infrastructure train headed by three Class 66s; and an Earles Sidings to Carlisle coal empties hauled by five Class 66s.

On July 19th, wires down at Penrith saw three diversions over the S&C:–

185.149	Edinburgh to Manchester Airport.
185.122	Manchester Airport to Edinburgh.
66050	Basford Hall to Carlisle Yard

Pete Shaw



The Compass Railtours Mersey Fellsman railtour on 12th June 2010 ran to Carlisle outward via S&C and back via Cumbrian Coast line. The train is pictured at the northern end of Blea Moor Tunnel heading into Dentdale. Headed by 47802 Pride of Cumbria, with 47501 Craftsman at the rear.

Photo: Andrew Wood

Music & Ale Trains 2010

So the ever-popular evening Music & Ale trains to Ribbleshead are over for another season!

It is three years now since Marion Armstrong (General Manager, Settle–Carlisle Development Company) asked in her imitable way if I “would like to

Development Company staff and many others behind the scene.

For those readers who have not yet had a chance to sample these trains, a bit about the format may encourage you to try and join us next year. The music trains use the paths of the normal evening service train from Leeds to Ribbleshead and return, but strengthened

to four coaches. We try to run one in each of the months May, June and July. A jazz band, often Pennine Jazz, plays in one end of the train and their music is relayed to a second coach. A folk band, such as the very popular Hall Brothers, performs in another coach. Separate real ale and quality wine bars are provided, north from Skipton, by the Keighley and Worth Valley Railway catering team. On the July train this year we were fortunate



come and help” on one of the music trains she was responsible for. As I had been a passenger on these before, they had seemed fun, there was a bar and music to enjoy, plus everything appeared to run smoothly on automatic pilot. So I said “yes” I would help. With her charm and clever management skills, the end result is that I am now the Development Company organiser! However, nothing would work without the enthusiastic co-operation and professional help from Northern Rail &

to have the bonus of a kilted Scottish group playing drums and bagpipes under the direction of Skipton driver Ian Brown.



This year we decided to innovate by selling just two flat fare tickets. These were £7.50 for those people joining at Leeds, Shipley, Bingley or Keighley and £5 for Skipton passengers, available only by advance purchase from the Development Company website or in person at Settle Station and Skipton Station Café. Admission to the music coaches was restricted to these advance ticket holders only. This new approach proved very popular and the July train was sold out by early June.

So if you didn't make it this year and wish to enjoy one of the 2011 Music & Ale Trains, check the Partnership Website www.settle-carlisle.co.uk early next year for dates and booking details. I hope you will join us and do like many others, bring a picnic for the journey.

Finally, on behalf of the many passengers



who enjoyed these trains this year, some who took the time to write and say so, I would like to acknowledge the help and support from the following: Drew Haley, Phil Thickett, Bob Smith & Mark Sill, each managers within Northern Rail, Marion Armstrong, Gary Horsfall & Anne Ridley SCRDC, Tim Calow for publicity and many others.

**Colin P Jones – Settle–Carlisle
Railway Development Company**



Barbecue at Appleby

On Wednesday June 23rd, David Sampson, of the Settle–Carlisle Railway Development Company, hosted a barbecue at Appleby station.

The guests were the members of FoSCL's On-train Guide team and the purpose was to thank the guides for the work that they do throughout the year to support the much-appreciated refreshment trolley service on the S&C.

Left: David Sampson *at work*

Photo: Keith Preston

News from Other Lines

Wensleydale Railway – more ideas for days out

Steam returns!: The Bo'Ness and Kinneil Railway's steam locomotive No 80105 is now back on the Wensleydale Railway until Monday August 30st. The 10.25 (Train 2) and 13.16 (Train 4) departures from Leeming Bar both run through to Redmire, with return departures from Redmire at 11.53 and 15.01. Trains 1,3 and 5 (not steam-hauled) depart from Leeming Bar at 09.25, 11.48 and 15.00 and from Redmire at 10.26, 13.21 and 16.19. For the full timetable, fares and vintage bus connections see www.wensleydalerrailway.com. WR's Diesel Gala is 24–26 September.

Thursday August 26th Smelting Walk: This themed guided walk to see relics of the smelting industry in the dale is being repeated as it was exceptionally popular last year. Walkers should catch the 10.25 steam train from Leeming Bar (11.22 from Leyburn) to Redmire. No need to book for this event – but save £1 if you do! Bring packed lunch and drinks; wear suitable footwear and clothing. The return train arrives Leeming Bar at 17.16.

Events in September for which numbers are limited and booking is essential include an exclusive visit to an Antiquarian Bookstore near Aysgarth Falls (Tues 14th); an excursion entitled *In JMW Turner's Footsteps* with lunch – in a hotel where the artist stayed in 1816 (Wed 15th); **Working Sheepdog demo** in Hawes (Thurs 23rd). WR's **Community Rail week–end** on September 18th/19th includes three special items: the chance to visit a **Contemporary Furniture exhibition** at Tennants in Leyburn; the **Brian Redhead memorial train** on Sunday Sept 19th (special welcome for journalists and media) and a **FREE vintage bus link** between Northallerton and Leeming Bar stations, sponsored by Grand Central Railway. Last year, nearly 100 walkers booked for

WR's Autumn Great Walks Days. Book now for this year's events – Friday 19th and Saturday 20th November. £20 pp includes return train journey, guided walk and Festive Lunch at a welcoming local pub (SCs deduct £2). BOOKINGS: 08454 50 54 74.

Ruth Annison

Lancaster & Skipton Rail User Group (LASRUG)

There is an warm invitation to our two forthcoming events, both to be held in Bentham Town Hall at 7–30 pm.. On Thursday 9 September well-known local historian Peter Marshall will give an illustrated talk on "Railway Heraldry". And on Friday 15 October we have our AGM, when the speaker will be Phil Thickett, Operations Manager (Eastern) for Northern Rail, whose area of responsibility covers both the S&C and Leeds–Morecambe lines. All are welcome at both meetings.

John Bearpark

Northern Viaduct Trust

One of the most notable features of the S&C is the large number of viaducts over which the trains cross.

Three notable viaducts are to be found on now-disused trackbeds in Cumbria and these are cared for by the Northern Viaduct Trust. The Trust has established a 'Viaducts Walk' at Stenkrith, just outside Kirby Stephen, which has a car park and landscaped entrance. Visible from Smardale Viaduct on the S&C is Smardale Gill viaduct on the old North Eastern Railway route to Tebay. This viaduct suffered in the severe weather of last winter and the NVT have arranged repairs which include replacement of fallen stones.

For further information about the Northern Viaduct Trust please visit their website at: www.nvt.uk

A Ticket to Ride

On 3rd July this year there was another chance to combine a rail ride with a chance to see a steamer. What could be a better way to spend a Saturday? It was almost a foregone conclusion that Serena Williams would win the Ladies Singles, and the World Cup quarter final matches could easily be caught up in the evening.

The day didn't get off to the best of starts when I inadvertently purchased the wrong sort of ticket but, by the good offices of a helpful and persistent train conductor, he and I eventually got there. In fact the ticket that I ended up with was a new one to me but it exactly suited my needs, namely one ticket for all of my trips, including a ride over the S&C (I add that as, when people stray off line so to speak, readers may question what relevance it has to the beloved S&C!)

The early morning train to Lancaster, which I joined at Hellifield, got me into Lancaster in plenty of time to see locally based HF Tours *Cumbrian Coast Explorer*, hauled by ex BR Standard Pacific 71000 *Duke of Gloucester*, storm through the centre road.

Whilst the charter had a leisurely excursion around the coastal route, I boarded the 09.55 Pendolino to Carlisle where I changed to the 11.39 train to Whitehaven on which I travelled as far as Workington.

At Workington I was just in time to meet the steamer which had a scheduled water stop here before continuing to Carlisle. I followed on the 13.12 and, by the time that I arrived at Carlisle, only the coaching stock was waiting to be moved. The steam engine was already off being serviced for the late afternoon run to Crewe via the S&C.

Catching the 14.26 from Carlisle, I collected my car from Hellifield and, after some refreshment, went out to see the return of the charter between Settle Station and Settle Junction with Pen-y-Ghent forming a suitable backdrop on this sunny evening.

David Mathias

Retro Rail Tours ran a charter from Sheffield to Edinburgh and return on Bank Holiday Monday, 31 May. The outward leg was via the S&C seen here between Hellifield and Long Preston with ex BR Class 55 Deltic 55022 Royal Scots Grey running well and to time.

Photo: David Mathias





71000 *Duke of Gloucester* on the HF Railtours 'Cumbrian Coast Explorer' working on 3rd July
Above: Storming through the centre road at Lancaster. Below: Entering Workington. **Photos:**
David Mathias





Above: The train is seen at Ais Gill on its journey from Carlisle to Crewe. **Photo: Chris Dyson**
Below: And finally, the train is seen between Settle station and Settle Junction with Pen-y-Ghent in the background. **Photo: David Mathias**



New Trains for the Northern Franchise

A number of members have made comments that the Leeds to Carlisle trains should be formed of better quality rolling stock and should have more seats. The class '158' trains which are rostered on all services are now around 20 years old. There are issues with them – especially with the ineffective air conditioning. So why hasn't Northern Rail invested in new trains for this very railway? The answer lies firstly in the complexities of the franchising system and secondly in the economics of running regional rail services. Finally over recent years the Department for Transport (DfT) has taken responsibility for the procurement of new trains.

The Northern franchise which started in December 2004 is due to run until September 2013. This is for less than 9 years. The working life of a train is much longer, perhaps 30 to 50 years, so it will need to be used beyond the end of the franchise – if a return is to be made on the considerable investment. Thus investment in trains needs to be agreed with the DfT who will be responsible for re-letting the franchise in 2013.

A number of franchise agreements have included a requirement to invest in trains. The DfT have then guaranteed the longer term use of the new train fleet. The Northern franchise included no such requirement. Northern Rail bid to operate the franchise at minimum cost to the government and on a steady state basis. There has in fact been sustained growth in passenger numbers across the franchise due to a combination of economic growth, road congestion and improving reliability of the rail services.

Over the course of the franchise there have been some amendments to cope with the growth in passenger numbers and to operate additional services required by the DfT. Thus Northern Rail now operates a fast service from Leeds to Nottingham via Barnsley and Sheffield. Additional second

hand class '158' units were acquired from across the country to operate the extra and strengthened services. They are used on the Carlisle line and do represent some improvement over the older class '156' units which operated the services until May 2007.

So why doesn't the government guarantee the long term use of new trains and require the franchise to lease new trains? The principal reason is the cost. The only 'commercial' train services in the UK are the long distance services to and from London. High (even extortionate?) fares are charged for peak travel. For the 3 hour journey from Skipton to London the open return fare is now a whopping £235 Standard class or £345 first class. These high fares enable the service overall to operate on a commercial basis. It is these high fares which open up the possibility of making commercial returns on investments. The Leeds to Carlisle day return fare of £27.80 does not do this!

Over recent years the DfT has taken responsibility for the procurement of trains on behalf of the franchises and for planning the deployment of new and older trains. Their initial plans did include a fleet of new diesel trains many of which were to be used by Northern Rail and Trans Pennine. The plans for new diesel trains were however dropped when the DfT decided on a rolling plan of electrification.

There are now no plans for new trains for the Northern franchise. In theory additional trains will reach the region as trains are displaced following the Thameslink modernisation and Great Western electrification. This is some years away. Until then the only diesel units available will be a handful of cascaded Sprinters (from London Overground) and the five class '180' InterCity units which East Coast was to have used for its new service to Lincoln. Northern Rail currently has three of these class '180' units on short term lease until December and is using them on local

services on the Manchester to Blackpool axis. The DfT will decide whether these five units can be used by a franchised operator from December (alternatively an open access operator may wish to lease them).

So what are Northern Rail actually responsible for? They are responsible to fulfil their franchise agreement while making a financial return for their shareholders. They have to turn out the trains on a daily basis, maintained and cleaned to an appropriate standard. They have to ensure that the staff are there to operate the trains and man their stations. If the train is cancelled because of crew shortages or unit failures or short-formed because the units won't couple then that is the fault of Northern (though probably not the fault of the front-line staff whom we then meet).

In many ways the operation of the Leeds – Settle – Carlisle service is remarkably efficient. Six units are out on the line each day between the peaks. However the timetable is designed so that five of these units are available in the morning for commuters into Leeds – and four are available in the evening for the commuters

as they return home. The line has the most modern units in the long-term Northern diesel fleet (compared with the Pacers on many Morecambe trains!). Overcrowding is occasional – unlike the chronic overcrowding of peak Airedale services in which up to 50 people are standing per coach every working day.

I have to agree that much more could be done to improve the train service. This will however require both investment and increased public subsidy. It's a tough job but we all have to make that case – that the wider benefits make the extra costs worthwhile. So let's talk to our Members of Parliament about the benefits to the environment, for social inclusion and for the regional economy!

Tim Calow
FoSCL member & Chair of Aire Valley
Rail Users Group

SELF CATERING HOLIDAYS AT LONG MARTON STATION

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

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www.LongMartonStation.co.uk
or ring David & Madeleine Adams on
0161 775 5669
or email: dgma@talktalk.net

Rail Franchising in Focus

The Department for Transport (DfT) is consulting on the important but complex subject of Rail Franchising and has issued a consultation paper, available on its website at <http://www.dft.gov.uk/consultations/open/2010-28/consultation.pdf>

Its 40 pages are a steady read and responses must be in by 18th October. It examines the experiences of franchising so far, some lessons learnt and options for change. There is a recognition that franchises need to be of longer duration if train operators are to be able to innovate, develop services and invest with confidence. It floats the idea of 'residual value' to incentivise operators to introduce new rolling stock – and so to address a shortcoming of shorter franchises. Better trains and higher quality services are among the enhancements sought. Who would argue with that? Devolution towards the franchise holders and away from the centre, a more

qualitative and less cumbersome approach to the bid processes and greater flexibility once franchises are agreed are laudable aims.

Besides the DfT's consultation, I refer readers to Tim Calow's appraisal of the state of local franchising in this issue of the magazine. FoSCL and its partner organisations will be responding to the DfT's consultation from the perspective of the Settle–Carlisle line. Members can of course respond as individuals but it would be helpful if those with comments to make would copy them to the FoSCL Secretary so that we can broaden our internal consultation on the subject.

Mark Rand

Another vexed question for the railway system is the juxtaposition of freight and passenger traffic. Here, a timber train passes a gypsum train just north of Kirkby Stephen station on 10/6/10

Photo: Andrew Griffiths



The Work of the Settle & Carlisle Railway Trust

Comments which reach me from time to time indicate that the work of the Trust is not fully understood by some FoSCL members. This article is therefore written in an endeavour to improve understanding and appreciation of the Trust's work. At the outset it should be pointed out that the Trust works very closely with the Friends and the Development Company, and the three Chairmen meet regularly.

The Trust was established in 1990 at the suggestion of the Secretary of State with two main objectives. Firstly, to contribute to the preservation, restoration and maintenance of the historic structures along the Line and secondly to promote public knowledge and appreciation of the Line. Since then the Trust has invested well over £1 million pounds in the restoration of Ribbleshead Viaduct, Ribbleshead, Horton and Kirkby Stephen stations, with the result that with the restorations carried out at the other stations on the line undertaken by Network Rail and the Development Company, supported by grants from the Friends, the S&C can now claim to have the best station facilities of any line on the railway network, particularly when this is related to the footfall.

Unlike the Friends, which is a supporters' organisation, the Trust is a business with all the responsibilities financial, legal, property, employment, insurance etc., which go with a business. The Trust, through its property company, has 125 year leases on Ribbleshead, Horton and Kirkby Stephen stations and it owns the Station Master's House, Ribbleshead. The Trust employs Caretakers at all three stations who provide security and a high level of TLC for the buildings together with customer care for passengers. In addition, the Ribbleshead Caretaker also runs the Visitor Centre which attracts 10,000 visitors each year. Contrary to what is believed by

some the total cost of this attendance is only £14 per day (ie an average of only £3.50 per day per property) which is a remarkable testimony to the loyalty, dedication and voluntary input of these Caretakers. In addition the Trust employs a Project Coordinator who looks after the maintenance of the buildings. He again puts in a vast amount of voluntary time in addition to his contract and it would be impossible to manage such a large property portfolio of old buildings without his experience and dedicated support.

Running a business of this size requires a Board of Trustees and Officers who bring to the overall management and direction of the Trust a wealth of experience gained in other management fields. There are nine Trustees and three Officers and the Trust is very fortunate to have their expert experience and advice, all of which is voluntary. It should not be overlooked that as Trustees they bear considerable responsibility for the proper conduct of the business for no personal gain other than the reward of helping the work of the Trust.

At the present time the Trust is arranging a change of the tenancies at Kirkby Stephen, carrying out a rent review at Horton and many other minor jobs. It has in hand a plan for a major redevelopment at Ribbleshead to improve the whole railway site and enhance the Visitor Centre. This, however, will be dependent upon available funding and for this reason may not be possible for some years ahead.

The major task for the Trust at the present time is to find a viable future for the Station Master's House, Ribbleshead. The house was purchased in 2006 and two schemes taken to planning consent stage for conversion firstly to a two holiday let property and then a single let holiday property proved unaffordable. The Trustees therefore decided to refurbish the SMH to a residence for the station Caretakers which would provide a much better financial

balance between income and costs than either of the holiday let projects. It would also enable the flat space at the station to be used to enhance the Visitor Centre and provide much better and more private accommodation for the Caretakers than the very cramped flat at the Station. The refurbishment of the SMH will restore all the original Midland Railway design details including putting back the porch and the enclosed courtyard. All the later extensions will be removed and the building become a true example of a Midland Railway Station Master's House and thus be unique because all the other SMHs on the line have been altered in many different ways. The present position is that the Trust has applied for Planning Permission for this development.

The other major concern for the Trust is that of funding. Hitherto grants have been available for restorations. In the present economic situation grants are almost impossible to obtain. The Trust has the offer of a grant from the Railway Heritage Trust for the SMH, Ribbleshead, refurbishment equal to about 40% of the cost. Finding the balance will be extremely difficult, particularly as the SMH does not qualify for a Lottery grant, and a major task for the Trustees. In this respect the Trustees are very grateful for the financial support they have received from the Friends

in recent years particularly as the annual grant from Network Rail may cease at the end of this year.

For the future the work of the Trust will become increasingly dependent upon donations and legacies. Details on how to make a donation or leave a legacy in a Will are set out on the Trust's website www.sandctrust.org.uk. Alternatively information on donating to the Trust can be obtained from Mr M Firth, SCRT, 2 Lower Chiserley, Billy Lane, Wadsworth, Hebden Bridge, HX7 8RZ or Martin can be contacted by the following means :-

Email : martin.firth@sandctrust.org.uk

Tel: 01422 845371

The Trust has charitable status so donations and legacies are eligible for Gift Aid and Inheritance Tax benefits which add significantly to the value of money given to or left to the Trust.

David Ward

The Settle-Carlisle Railway Trust members are seen here meeting at the Citadel, Carlisle.

Seated: Philip Johnston, Geoff Bounds, Tony Freschini, Bruce Wood, David Ward, Bishop Graham Dow, Lynda Robinson, Graham Dalton. Standing: Councillor Gary Strong, Margaret Ritchie, Peter Drury.

Photo: Imagerail



The Three Peaks Project – Why we need Friends!

You may have picked up in the local press that we launched the support group 'Friends of the Three Peaks' last August. The group has been established to give individuals or organisations the chance to commit to longer-term support for the National Park Authority's work in the area.

Angela Baker – Calendar Girl, retired Registrar and former National Park member of staff – became the first 'Friend' at our launch event at the Station Inn, Ribbleshead.

Joining the Friends requires a minimum annual financial commitment of £10, all of which will be ring-fenced for work in the Three Peaks area. The priority for any income raised is to fund an extra ranger, whose main job is to be out on the fells keeping the busy paths in good order. The National Park Authority appointed Ian Middleton to this post early last year. Ian, whose family farms in Dentedale, is a very practical path worker who has an excellent understanding of the problems caused by wear and water. He is already making a difference by putting the time into routine maintenance – desperately needed to prolong the life of the engineered routes in the Three Peaks. Ian's post will only be secured long-term if the project income, including Friends' membership, increasingly meets all the costs.

For me, the Friends group is the key part of the project. It's becoming apparent that there are many people who love the Three Peaks area for a whole host of reasons. It could be the iconic landscape, the variety of walking, the amazing views, the welcoming hostelry..... Whatever the reason, there is a lot of goodwill and good intent, and that's what we would like to tap into.

The Friends will hopefully provide the mechanism for people to put something back directly into the path network in the area. The growth in membership is steady;

we're up to 164 individual members and 50 corporate and charity members. Our Corporate Friends include local businesses, national charities and regional representative groups including the Friends of the Settle Carlisle Line! Benefits of being a member include: regular newsletters (second edition out now!); invitations to organised events, including guided walks; access to unique volunteering opportunities; and the chance to meet like-minded people. Most of all, I think there is the satisfaction of contributing directly to an area of immense value and interest, but I am biased! Joining the Friends is a great way of demonstrating long-term commitment and support for our work in the Three Peaks.

We've tried to make joining the Friends as easy as possible. There is a leaflet available to send in by post; and alternatively you can sign up online via www.yorkshiredales.org.uk/threepaks which is proving a popular and flexible way of joining! We're also running a series of recruitment activities around the area this summer with staff and volunteers, so hopefully we will see a boost in numbers.

If anyone is interested or would like to find out more, don't hesitate to contact me or visit the website. Tel 01729 825242

Email enquiries can be sent to:

threepaksproject@yorkshiredales.org.uk

**Steve Hastie –
Three Peaks Project Manager**

Congratulations

Our congratulations go to Appleby station gardeners Douglas and Margaret Hodgins of Church Brough, Cumbria.

The Station was awarded 2nd prize in the community garden section of the Appleby in Bloom competition.

Settle Station Water Tower

Almost hidden by trees, part covered by ivy and often unnoticed by visitors to Settle is a remarkable survivor of the steam age – the Settle Station Water Tower, or Tank House. These structures were once familiar features of the railway scene. Their function was to store water at a sufficient height above the railway and in sufficient volume to enable thirsty steam locomotives to fill their tenders quickly.

Several survive in working condition on preserved steam lines but elsewhere they were demolished with little ceremony on becoming redundant. Even on the Settle–Carlisle line where main line steam now flourishes the large tank house at Garsdale, identical in size to Settle's, was demolished in 1971. Only its foundations remain. At Appleby there is a relatively new tank, provided for steam's revival by the local Round Table. Situated at the south end of the up platform it serves to top up today's steamers before they attempt the Long Drag. The next useful supply used to be at Blea Moor, then Garsdale troughs, put there in 1907 and lifted in 1969. A viable water supply remained at Garsdale for some time but a hard winter put paid to the valves and it was never reinstated. The steam operators got round the problem by taking water from road tankers, usually at Long Preston – at some cost and inconvenience. Watering facilities are also being provided at Hellifield.

It is remarkable that the tank house at Settle has survived. None of the other S&C tank houses have. One good reason is that it is a listed building, along with the other station buildings at Settle, so survival was a legal obligation. That apart, the only materials used in its construction are stone, mortar, cast iron and glass. It contains almost no wood so there is nothing to rot or to catch fire.

For a little place like Settle it is curiously

large. The tank held 43,000 gallons – about 150 tons of water. Its walls and foundations are inevitably massive. The tank's component plates, each four feet long and held together every six inches by enormous bolts, are of inch thick cast iron. Heavy metal stays cross the tank inside to withstand the sideways pressure of water. Diagonal iron braces hold the structure perfectly square across the corners and at the junction of the sides and base. Huge cast iron beams support the tank every four feet. The water inlet, outlet and overflow pipes and valves are still there. An outside fixed steel ladder once connected to a wooden bridge across the width of the tank, alongside which are two pairs of pulley wheels which once connected to an inside float and an outside water level indicator.

Horses were once stabled below the tank – the remains of four stalls can still be seen on the stone floor – post holes and worn

Pretty Holiday Cottage in lovely Dales village of Stainforth, nr Settle

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stone setts show where horses have scrubbed their hoofs between days of heavy haulage. The most wear is on the floor of the stall nearest the door. The wear decreases towards the furthest stall, unsurprisingly. The stables were not always fully occupied, apparently.

Remarkably, Network Rail still have on file the construction plans for the Settle water tower – or at least a microfiche of them. The originals, dated 1874, no longer exist – unless somebody out there has them.

The real puzzle is why Settle's water tower is so large. The tower served water cranes on the up and down platforms at Settle Station and far exceeds the needs of locomotives using Settle's former goods yard. One supposes it was so generously proportioned to serve the needs of engines that were about to attempt the Long Drag northbound and to replenish the supplies of southbound engines that had laboured up Mallerstang. However, drivers of heavy northbound trains may have regarded Settle as a water supply of last resort. Situated as it is on an uphill gradient of 1 in 100 it could have been difficult for heavy northbound trains to get going again. There was always the water tank alongside the up line at Blea Moor but it was considerably smaller than Settle's. Perhaps that is why the Midland Railway went to the trouble and expense of providing water troughs at Garsdale just twenty years after it had gone to the expense of building Settle's extravagant water tower. The Garsdale troughs, themselves with a capacity of between 5,000 and 6,000 gallons were also supplied from a 43,000 gallon tank, though the trough tank was not set atop a tower, being just a few feet above the troughs. Later still, in 1941 a further supply was provided by the down side loop at Blea Moor.

Blea Moor's original up side water tower, though smaller in overall capacity than Settle's, was deeper and the tower there had a chimney – presumably for a pumping

engine and to provide heat to avoid freezing at that exposed location. Garsdale's station water tower appears from photographs not to have had a chimney – though the supply to the water troughs to the south is reported to have been heated. Maybe the heat rising from the stabled horses served to deter the Settle tank from freezing.

On the other side of the summit there were water tank facilities at Kirkby Stephen, Appleby, Lazonby and Carlisle Durrant Hill

S&C former signaller Derek Soames remembers horses being stabled at the Settle water tower but the only train he can recall using Settle's water supply was the Hawes branch train – the so-called Bonniface. A fill-up at Settle would see them through to Hawes, where there appears to have been no water tank, and back perhaps.

There was sufficient water in the tank at Settle to supply the water needs to eight of the largest locomotives without its needing to be replenished. It is said that the Settle water supply came from further up the line, maybe from the Langcliffe or Stainforth areas. Certainly there is a plentiful supply in the rock cuttings there as the spectacular ice displays in winter still testify. It would be interesting to have confirmation of this and whether or not the water supply from the Settle tank was used by local industry apart from the railway.

If anybody had any other information about locomotive water arrangements on the Settle–Carlisle line generally and at Settle especially, do please let me know. I have good reason for asking.

Mark Rand

I acknowledge the wealth of detail contained in the splendid work, now sadly out of print, *Stations and Structures of the Settle–Carlisle Railway* by VR Anderson and GK Fox, Oxford Publishing Co 1986, reprinted 2000 ISBN 0 86093 360 1 and the assistance of Simon Mole of Network Rail's National Records Group and of Chris Chitty, Stations Portfolio Surveyor, Network Rail

A Typical Morning on the S&C

It is Saturday. My wife Judy and I are off to Kirkby Stephen on the train to fetch two oak half barrels to use as garden tubs on the platform at Armathwaite. Getting on the train, we find the FoSCL Guided Walks Coordinator and his wife, off to lead a walk from Garsdale – they are disappointed when we explain that we shan't be joining them but reluctantly accept our excuses.

The refreshment trolley wends its way down the aisle and Lynda gladly sells us two cups of excellent S&C coffee. She says there's a FoSCL On Train Guide in the next carriage, so I go down and am delighted to see that it is our star salesperson: she has a track record second to none for selling publications in support of the trolley. On the way, I pass a very large dog, half asleep on the floor. "His name is Albert", says the star OTG, "he's already bought a book."

We arrive at Kirkby Stephen to be met by Andrew, tenant of the station and FoSCL Committee Member, who has been forewarned of our arrival. He ushers us to his storeroom where he keeps his supply of half barrels. There is the most magnificent aroma of whisky tinged with sherry. No wonder Andrew looks happy. He and I stagger over the footbridge, carrying a heavy half barrel each. The train back arrives and we smuggle them on board while the conductor is at the far end, though once he catches a whiff of them he too is happy.

The train is nearly full. England have a World Cup match tonight and a group of supporters have decided to get their celebrations in early, just in case. There's also a group of people going on a guided walk from Armathwaite, Friends of Dalesrail rather than FoSCL. There's a refreshment trolley on this train, too, and Val is doing well. I go up to her and whisper in her ear, "I can help you." Taken aback, she nonetheless offers me an empty rubbish bag and I start filling it at the far end of the train:

there is no shortage of contributions. Meanwhile, the train stops at Appleby. Val is panicking because she was relying on my being there to get some replacement thermoses of coffee from the station. Judy to the rescue; she leaps out with the empties and goes to find replacements. The train is still there when she gets back.

Arriving back at the rear end of the train with a sack full of contributions from England supporters, walkers and sundry others, even including unwanted newspapers, I proudly show it to Val. "Oh no", she says, removing the newspapers, "the conductor has those."

At Langwathby, two of the walkers get off by mistake. I shepherd them back on to the train, explaining that we are also getting off at Armathwaite and they can precede the barrels. They duly do this and while the walking group is being instructed by their leader, Judy and I are each rolling half a barrel along the platform. The leader is not impressed as the noise is drowning out his words. What he doesn't know is that we are drowning in whisky fumes.

Richard Morris

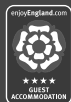
Photo Exhibition

There will be a small exhibition of photographs at the Penyghent Cafe at Horton in Ribblesdale from 21st August 2010 for approx one month. The pictures will be a mainly landscape subjects with one or two S&C steam scenes.

The photographer is FoSCL member Chris Dyson whose work is often featured in the magazine (see page 21).



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Dent in the 1950 Part 1 by Rodney Hampson © 2010

I was Station Master at Dent from March 1952 to September 1955, and I thought it would be of interest to set down my recollections of that time. I am relying chiefly on my fallible memories of events fifty-five years ago, so I apologise now for any errors. I was in charge of the station itself, and two signal boxes: Dent Station Box and Dent Head Box. Dent is on the Settle–Carlisle line, built by the Midland Railway in the 1870s to provide its own route to Carlisle and Scotland. With the west and east coast routes already occupied by competitors, the Midland took the rugged backbone of England as its only alternative. Its surveyors managed to limit the gradients to 1 in a 100, but this involved deep cuttings, massive viaducts and long tunnels. The line at Dent ran along a shelf on the eastern side of upper Dentdale, between mile-and-a-half Blea Moor Tunnel to the south and three-quarter-mile Rise Hill Tunnel to the north, with major viaducts at Dent Head and Artengill to bridge side valleys.

Dent Station has the reputation of being the highest main-line station in England, at 1145 feet above sea level. The reputation is qualified: by ‘main line’ – Princetown, terminus of a branch line in Devon was considerably higher at almost 1373 feet; and by ‘England’ because the main line station at Dalwhinnie on the Perth–Inverness line was higher at 1188 feet.

Dent Station and Dent: The station building continues, now as a holiday let, but earlier used for Barden Grammar School, Burnley ‘outward bound centre’ after closure in 1970. It is the standard Settle–Carlisle small station type, with over 700 small window panes, ‘blue-bloomed’ by smoke, although regularly cleaned by the porter – who’d counted them – some no more than two inches square. There was the entrance porch with well-worn Yale lock, office to the right, ladies’ waiting room and toilet to the

left, booking hall straight ahead with a magnificent view down to Dent. The ladies’ room had a Dent Marble fireplace, rarely graced with a fire. There was a ticket window in the booking hall and inside the office, a small ticket rack, ticket stock drawers, dating press and cash drawer. Also the two-faced clock by Potts, Leeds, wound weekly, and a huge wall cupboard right of the fireplace, for office instructions, documents, stationery etc. There was a two-drawer table and an ‘M R’ inscribed ‘captain’s chair’ for the Station Master, and a stool for the porter.

We had a new all-night burning stove in front of the open fireplace, and an elderly safe, bolted to the floor beams. This came about when the auditor was checking his list, and asked if I was still taking the cash home at night. I was in lodgings at Garsdale, hence the installation of a safe.

As one could imagine, receipts were small, but what cash there was went by sealed leather cash-bag to Mr. Lee at Settle. He took cash from Garsdale, Dent, Ribbleshead, Horton and of course Settle, to Martins Bank at Settle each day. He also drew wage and salary cash for these stations, returned in the same sealed leather bags. An extra chore for him was purchasing the correct National Insurance stamps for each station. Government rules required National Insurance cards to be held at the pay point, and to be stamped regularly.

The up waiting room was as it is today, stone-built and slated, flagged floor and continuous seats round the sides. It had its regular summer visitors, house martins which built their mud nests under the eaves – and left us to deal with their sanitary arrangements at ground level.

The Station House at Dent was known for its slate-hung walls and double-glazing, a rarity then. Both had become dilapidated and were removed. The house itself required modernisation: Calor Gas lighting and cooking, a hot water system and bathroom,

and the wall slates replaced by rough-casting. This work was only completed by April 1955, shortly before I left. Meanwhile, I lived at the School House at Cowgill, near the foot of Station Hill.

When I went to Dent, Tommy Fothergill was the porter. Tommy, son of a Dent builder, had served in gliders at Arnhem. He lived up Flintergill in Dent, and woke the neighbours with his elderly motor-bike. Whilst I was there, he leased a small farm in Cowgill, one of the 'top' farms which were all falling out of use, like Blackmire, above the station. Tommy told me of finding the walls 'papered' with newspaper when he began to decorate.

Tommy and I worked turns, alternate weeks, to cover the passenger trains, with half-days off on alternate Saturdays. He was thoroughly competent and conscientious. He could do anything needed, except the monthly accounts: caring for platform and signal lamps, whitening the platform edges, cleaning, selling tickets and operating the weighbridge. When his farming was established, Tommy left the station, perhaps becoming a platelayer, and was succeeded by a native of Cowgill, Jack Akrigg.

Jack's family lived at Hobsons, the farm on the slopes of Whernside, opposite the station, a farm which received no sun for several winter months because of its location. Jack married whilst I was there, and had ambitions to move up in the railway world, learning what he could of operating and commercial practices at Dent.

My diary for 1954 has survived, and I could tell the times and days I visited the signal boxes through that year, and what I had to check. A lineside fire in January, surprisingly, and a lamb killed in July, are noted. The lines were 'fenced' with dry stone walls, maintained by the platelayers, the walls supplemented by posts leaning outward to the fields, topped with strands of wire to deter adventurous sheep. When I commented to a farmer that it was always

the most valuable sheep which were killed on the line, he responded, poker-faced, that they were the most venturesome!

The pick-up's principal traffic for Dent was loaded coal wagons from Yorkshire collieries for M.E. Haygarth & Son, Dentedale's coal merchant. Unlike most urban coalmen, Matthew and his son Jack were gentle, kindly men. When told that there was nothing on the pick-up for him, Matthew's response was usually 'That's good, we wasn't wanting any'. When a wagon arrived, it had to be emptied within three days, or 'demurrage' (rental) at three shillings a day was charged. Domestic coal was then 8s.2d. (41p.) a hundredweight.

Other full loads inward were very rare, but every year a few covered vans were needed to send away filled 'wool sheets'. There were two wool merchants, one at Bradford and one at Long Preston, who seemed to buy all the wool from Dent's black-faced sheep. They sent the empty sheets to the farmers, who filled them with the clip and stitched them up. Haygarths collected the wool sheets and we loaded them into the waiting vans. Before that, we had a complicated charade of weighing Haygarth's lorry, first fully loaded and then again after each farmer's sheets had been unloaded. That gave a rough estimate of each farmer's clip, which was very important to check against the merchant's much more precise weighing at the warehouse.

There used to be some live sheep traffic from the lamb sale at the Cow Dub, the Sportsman's Inn at Cowgill, held the first Friday in September. I dutifully ordered several cattle trucks and went to the sale, but the cattle lorry owners had taken all the business by 1952.

(To be continued. In the next extract from this memoir, Mr Hampson considers the trains handled at Dent in the early 1950s. The full text can be found in the 'History' section of the new FoSCL website: www.foscl.org.uk)

Brothers In Steam Part 1

by Albert Knight

Whilst on holiday recently in the Yorkshire Dales, we travelled along the B6255 Hawes to Ingleton road and passed by the Ribbleshead viaduct. This brought back fond memories from more than fifty years ago when my brother and I were firemen on the Midland section of the L M S. railway company. During that time we were in the top links at Saltley locomotive depot in Birmingham and worked on the Carlisle link. We worked the freight engines from Water Orton sidings to Carlisle Durrant Hill. This was a 225 mile run that the Black Fives were more than capable of.

As I recall, two jobs departed from Water Orton, one at One Thirty in the morning and the other at Four Fifty in the afternoon. I would book on a bit early and stack the coal forward as much as possible, then try and get under the coal hopper to top the rear up. This was a big help when you got to 'The Long Drag' and the coal was further and further back. The early morning job on Monday was the worst for me as I was the handy man at home (I still am), so I would be working at home then in the evening would go to our club with the lads (fellow firemen) and arrive home at about eleven to get changed for work. It was very hard to do this instead of jumping into bed, but it would have been a waste of time to go to bed for an hour or two as I had a problem sleeping during the day. This was one of the reasons I left the job even though I was near to becoming a driver. Once at work I felt refreshed and ready to go.

The run to Carlisle took seven hours and forty minutes and was called non stop, but in fact we stopped twice for ten minutes at Rotherham and Skipton. There the tender was replenished with water and the wagon inspectors (Wheel tappers) would check the train. These stops were no picnic for the fireman, the tank was filled and it was the

only chance to lift any clinkers from the fire bars with fire irons, or more specifically a Dart (spear like tool) and a Paddle (long metal shovel). If there was any time left we would drag coal forward with a pick. Then we were off again. On arrival at Durrant Hill depot we left the engine and it was taken to Upperby depot to clean the firebox, smoke box, ash pan and fill the tender with good Yorkshire hard coal (they didn't have any at Durrant Hill). The driver examined the engine and we would then walk up to the barracks on Gibbet Hill to take a bath and have breakfast in the canteen. It would be about mid-day before we got to bed and I had been up about twenty eight hours. We were called to book on for our return journey at about nine o'clock in the evening. This was tough because, as I said before, I don't sleep well during the day. We got back at about eight o'clock on Wednesday morning. We were paid based on mileage not hours.

The Carlisle link was the longest non-stop freight job worked by one set of men, so we were booked off for one day between trips. This meant that I had the same problem all over again on Thursday. With the afternoon job we arrived at Carlisle about twelve-thirty and got back home (if I remember correctly) in the early evening, so I had no sleeping problems with this trip. My older brother Harry was also a fireman at the same time but didn't have trouble sleeping during the day. He worked on the job until he reached retirement as a driver. Now at the age of eighty six I am like my brother (who is ninety) – I can nod off anytime!

I divided the Birmingham to Carlisle trip into three sections that matched the three sections of the job. Birmingham to Rotherham, Rotherham to Skipton and lastly Skipton to Carlisle.

The first section was fairly easy going with no really heavy gradients, but did include the heady aroma of the breweries of

Burton on Trent. After passing through Derby there was a steady incline to Clay Cross tunnel and then fairly easy going to Rotherham.

The second section entered the heavy steel and ancillary industries area. In the dark it was quite a sight to see them lighting up the sky. If I was lucky, I would see the coke ovens right alongside the track discharging into the hopper wagons below. The ovens were about two foot six wide by thirty foot high, in groups of twenty or so. It was like a waterfall of fire when a door was opened.

The Third section was the best for scenery even if it was the hardest. I had to lift and remove clinkers from the firebed with the dart and paddle and deposit it on the trackside. This was important as we needed plenty of steam for the long drag from Settle to Ais Gill summit. It was a case of building up a decent bed of fire to give you time between fireings to drag forward some coal. I would have liked to sit back and admire the scenery but it was not possible if you were to keep a head of steam to ascend the drag.

One thing I remember was the anglers enjoying themselves in the river Ribble at Horton in Ribblesdale whilst I was slogging away. Then came the crossing of Ribblehead viaduct. On a windy day this could be quite an experience, as I found out on one trip. Between the engine cab and the tender the gap was covered by a double leaf folding door, this had a very strong spring to hold it in the closed position. The Tool bucket was usually placed to the side of this on the tender footplate. It was issued from the loco stores during the preparation of the engine for its day duties. The tool bucket contained a collection of spanners and a tube shaped tin containing emergency equipment ie flags and detonators to clip on the rails to warn any following traffic of danger. I usually removed this equipment and filled it with water for hand washing before having a

snack on the move. On this very windy day a gust of wind caught us and overcame the door spring then blew the bucket of water across the footplate and over the door the other side. If it had been about two foot forward it would have caught my mate on the side of the head.

My brother Harry had a similar experience when the door was blown open and the wind blew the coal right off his shovel. We were told that the turntable at Hawes junction (now out of service) was closed. It had a wall of sleepers set vertically in the ground around the perimeter to protect it from the wind. Apparently wind caught a banking engine and the men were unable to stop it, I can not confirm if this is true but it is feasible.

In general from Ais Gill summit the going was fairly reasonable running except for a short incline up through Low House crossing which after the light running from Ais Gill was sometimes the straw that broke the camel's back. A final short run took us to Durran Hill sidings where we hooked off our train and went light engine to Durran Hill loco depot. Their men took it to Upperby loco for preparation for our return trip. We then had the walk to the barracks at Gibbet Hill for our well deserved sleep ready for our return trip.

My brother Harry and his mate had a bit of trouble on one trip when the booking-in clerk at the barracks thought they were pulling his leg when they gave their rightful names as Harry Noon and Harry Knight. All it needed was if the guard's name had been Harry Morning to complete the set.

(To be continued; the full text of this article can be found in the 'History' section of the new FoSCL website – www.foscl.org.uk)

Book Review

Settle–Carlisle Steam – From Lineside to Footplate

By Howard Routledge and published by Peter K. Jordan. 128 pages. Softback (large size). £14.95

Howard Routledge viewed the running of 1T57 – the last steam-hauled train to run in regular service on British Rail. This momentous event took place on August 11th 1968 with the train running from Liverpool Lime Street to Carlisle and back over the S&C. At the time Mr Routledge considered this to be the end of his interest in railway photography. However, this interest was re-kindled with a chance encounter with a member of the support crew of ex L.M.S. Jubilee 5690 *Leander* when steam hauled specials made a welcome return to BR metals. He joined the support team and stayed with them until *Leander* was withdrawn from service. He then was given the opportunity to join the small team responsible for day-to-day running of locomotives such as *Princess Margaret Rose* and *Duchess of Sutherland*. This saw him work regularly on the footplate over the S&C and he also became responsible for planning many of the steam-hauled charter trains which appeared on the route.

This book takes a detailed look at steam operations on the S&C during the 30 year period following *Green Arrow's* ground-breaking venture in 1978 to return steam to the line. In addition to offering an insight as to how steam workings evolved during this period, the book also contains many behind-the-scenes images which the author was able to capture whilst working steam over the line. There are also chapters of text describing the gradual return of steam to the main line in 1971 after a total ban for three years; and also how the S&C began to feature steam workings – having not been included in the initial group of lines chosen. A chapter entitled 'Behind the Footplate' is perhaps self-explanatory and a chapter by

Mike Notley describes how the unofficial 'Blue Riband' challenge developed amongst the crews and led to some fine loco running.

The 218 photos (both colour and monochrome) will engross any steam enthusiast and devotee of the Settle–Carlisle. Many will be amazed by the scenes at Ais Gill on August 11th 1978. Would such a thing be allowed in today's H&S culture?

DVD Review

The Settle–Carlisle Line Past and Present – two DVD set

From the Nostalgia Collection. Two DVDs – total running time approx. 150 minutes.

Narration by Jonathan Schofield. £17.95

This two-disc set uses archive film and modern day footage, together with some black and white still photography, to capture the atmosphere of the S&C. It forms a fine companion to the Silverlink book with the same title. Of necessity, the 'past' footage goes only back to the early 50s and does not show a time now past living memory as the book does. Question: does anybody know of any pre-war moving images of the S&C?

Despite this, some really historic scenes are included – for example a passenger train reversing over the crossing controlled by Ribbleshead signalbox in order to work south 'wrong line'.

Disc one covers the section northwards to Ais Gill summit whilst Disc two starts in Carlisle and works back south hence taking advantage of the ruling gradients to show locos and trains working 'The Long Drag' in each direction. The final days of steam through the days of loco hauled diesels to the modern Sprinter units are covered. Many steam excursions are also shown from the late 1970s to the present day.

Paul A. Kampen

(Both these items can be purchased from our shops at Settle and Appleby stations or from our webshop: www.foscl.co.uk)

The Way We Were Then

What FoSCL was saying in August 1985, 1990, 1995, 2000 and 2005

compiled by Paul A. Kampen

August 1985: FoSCL committee member Gerry Thorpe had been awarded the MBE in the Queen's Birthday Honours List. Assistant Secretary Philippa Simpson was very concerned about the lack of publicity for the S&C by British Rail's Scottish Region. A frequent visitor to Glasgow, she never saw any publicity material on display and had observed Glasgow Queen Street travel centre staff advising two ladies to travel to Huddersfield via Edinburgh, York and Leeds! She had also challenged a train guard who omitted to advise passengers to change at Carlisle for Leeds. He had retorted that such passengers should change at Lancaster.

August 1990: The magazine noted that Sprinter units would replace the locomotive-hauled trains from the timetable change on October 1st. Sprinters had hitherto been seen on the line only when being delivered from Derby to Edinburgh. Work had just started on the repair to Ribbleshead viaduct and this was expected to last approximately two years. FoSCL Chairman Brian Sutcliffe had attended a ceremony to mark the signing of the contract for the repairs. Vice Chairman the late Gerry Thorpe had represented FoSCL at the re-opening of Steeton station on the Aire Valley line. Four days later he attended the launch of a new bus link from Langwathby station to Keswick and Alston. Membership Secretary Ian Rodham had represented FoSCL at a luncheon given by BR to honour Olive Clarke who had just retired as Chairman of the TUCC for the North West. And Secretary Pete Shaw had attended the inauguration by Mike Harding of the 'Settle-Carlisle Way'.

August 1995: Chairman Michael Owen noted that the use of the S&C for charter trains had seriously declined over the preceding months. FoSCL had run a very

successful charter, hauled by 47786 *Roy Castle OBE*, to Edinburgh on April 29th but plans for a second charter had been abandoned. Developments included what was to become a very successful venture in the form of the 'Dales Railcard'. Sunday passenger services were to run on four selected dates and members were urged to support them in order to see services running every Sunday. The waiting shelter at Horton-in-Ribblesdale was now fully refurbished but Carlisle (Upperby) depot had finally been closed as a servicing point for S&C steam workings. It was to have been replaced by the wagon repair shops at Currock on the Maryport line but trackwork there was in such poor condition that locos staying over at Carlisle were to use the pit facilities at Upperby and then be parked by the power signalbox. FoSCL had opened its Settle shop (having operated its sales from a trolley in the booking hall for several years). This was in the former Line Manager's office which, when the station opened in 1876, had been the Ladies Waiting Room before being converted to the Station Master's office.

August 2000: The Northern Spirit franchise was to expire in February 2001 and it was anticipated that a new Transpennine franchise would not include the S&C, Esk Valley and Bishop Auckland lines. FoSCL was to join Northern Spirit and the S&C Development Company in a pilot scheme to provide 'Travel Advisers'.

August 2005: There had been a re-dedication ceremony at Ribbleshead viaduct to mark the re-furbishment of the memorial cairn which had suffered from both the harsh Ribbleshead weather and the attention of vandals. The Vicar of Ingleton, Rev. Charles Ellis, FoSCL Chairman Philip Johnston and local authors Bill Mitchell and Gerald Tyler had taken part.

Letters to the Editor

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

The Magazine

What is the matter with people who grumble about getting the magazine a little late? It isn't the end of the world! Your explanation is very explicit.

Keep up the good work and more strength to your elbows.

T. Hargreaves – Nelson, Lancs

The Magazine, Relations with Other Organisations and All Points North

I am surprised that there are complaints about magazines coming out late. Mine came after an event, but would I have gone at short notice? Rather, should we not record gratitude to volunteers who produce an excellent magazine and post it; saving members money as well.

My only complaint about the magazine is the relegation of the letters to the tail end, a last thought "if we have room." However, Clive Walton's contribution was marvellous, especially his idea of a Dragon's Den/micro brewery at Ribbleshead; and I don't drink! I do hope the S&C Development Company and Settle–Carlisle Railway Trust are looking at his ideas keenly. After all Editor, we are all the same family.

The Chairman remarks that some feel he is too close to the T.O.C. etc. Well I am one, but now the upgrading is almost finished, perhaps he will have no problem using that closeness to persuade Northern that if FoSCL is a co-partner then they, Northern, should at last deliver on our well researched etc. ideas for new services; starting with the easy one; Clitheroe.

**D. Taylor-Smith –
Algarve, Portugal**

(Editor's Note: *The first paragraph of Mr Taylor-Smith's letter will, I think, be echoed by*

all of us – a huge vote of thanks is due to every one of our hard working volunteers. Regarding the placing of the 'Letters to the Editor' section it is certainly not meant to be the 'tail end' of the magazine. In fact it must be one of the most easily found sections of the journal. Incidentally, there were few other letters in response to the last issue.

The Trust, Development Company and FoSCL need no reminder that we are a partnership. In fact the website www.settle-carlisle.co.uk is styled the 'Partnership website' for that reason. Last year's Ribbleshead Viaduct walk, organised by the Trust, overseen by FoSCL's Ruth Evans, and with a strong Dev. Co. and FoSCL presence, was just one example of where all three organisations were working together.

Regarding FoSCL's relations with Northern (and for that matter Network Rail) it has been crucial to the success of many projects over the last couple of years. The very successful 'Gold Card' scheme (which brings generous reductions in fares for FoSCL members) would be impossible without Northern's contribution, the activities of the 'On-Train Guides' (which enhance the experience of our visitors – many of whom go on to join FoSCL) would be equally impossible without the co-operation of Northern's train-crews and the statue of Ruswarp [which has created international interest in the S&C and brought it many extra passengers] would not be there if it was not for good relations with Network Rail. And I could go on and on! These are difficult times – united we stand, divided we fall.

Regarding services from Clitheroe northwards, Peter Eastham, Hon. Secretary of Ribbles Valley Rail writes: *The re-introduction of a regular rail service north of Clitheroe to Hellifield (and beyond) has been an aim of Ribbles Valley Rail since its inception and*

remains so to this day. Re-introducing such a service requires approval by various Government bodies and is dependent on a sound business and/or social need case for acceptance by them.

The first step in this process is an independent feasibility study. To this end, several years ago, RVR joined with various local authorities to fund a feasibility study by a company recognised by the then Government. The outcome was that, at the time, there was insufficient demand for such a service, with the exception that there could be a case for Saturdays only shoppers/visitors service (similar to the Sundays only DalesRail) between Manchester/Lancashire and the Yorkshire Dales if a sponsor could be found to financially back its operation. Unfortunately none was found. Lancashire County Council, who have continuously supported the DalesRail service for over 20 years and is a strong supporter of rail transport, remains fully supportive but, especially in the current financial climate, does not have the necessary finance available.

Ribble Valley Rail is of the opinion that such a service, once introduced, could be developed and would grow in usage – possibly as dramatically as that Blackburn–Clitheroe service did – but all depends on a source of financial support..... and finding a train operator who has sufficient spare trains to operate it. One RVR member recently attended the launch of a draft public transport plan by North Yorkshire CC and was amazed that there was no acknowledgement, involvement or policy for improvement of passenger rail transport in it.

As always RVR values its links and co-operation with FoSCL and urges all your members to keep the potential benefits of a through service between Carlisle and Manchester in the forefront of local public, business and local authority thinking.

We thank Mr Eastham for this very detailed response and look forward to the days when visitors from points north can visit East Lancashire by train)

On-Train Guides

Yesterday, 22nd July, we travelled on the 8.53 from Carlisle to Leeds. We should like to express our thanks to the two 'Friends' guides who greatly increased our enjoyment of the journey to Settle by providing information and making sure that we saw the brief view of the Ribbleshead Viaduct before we reached it. One of them also sold us a copy of the guide to the line which we had open in front of us all the way to Leeds and which we enjoyed reading.

Stuart, Alice and James Rodgers – by email

(Editor's Note: *New recruits to our On-train guide team are always welcome. If you are interested, please contact our Volunteers Co-ordinator, Ruth Evans at: ruth.evans@settle-carlisle.org*)

Rail Franchising

So, the DfT have launched a consultation on the future of rail franchising. Will it be more than just tinkering at the edges of a system that most observers agree is fundamentally DaFT? Will it stop civil servants micro-managing the railway? Most importantly, will it permit the long-term investment – notably in rolling stock for lines like the S&C – that the industry desperately needs?

Elsewhere in this issue, our Chairman summarises the consultation (see page 24), but assuming that rail and wheel will not be reunited (far too sensible), then why not a simple system of a privatised and unsubsidised InterCity national network supplemented with city-region scale local services, funded at the city-region scale? This would see Leeds the hub for the S&C stoppers, but the line could also be used by InterCity (in the top 10 for brand recognition at the time of its demise) for through services if it felt so inclined.

Shedmaster – by email

And Finally:

Dah – dee–dee–dee – daah – deee

A V.I.P. party on Garsdale station on 1st July was musically entertained by the arrival of the 1300 train from Carlisle. They were there for the unveiling of the Railway Heritage Trust award plaque to mark the excellence of the station's 2009 restoration. A hurried conspiracy between the driver and the FoSCL Chairman whilst the train was at Carlisle had agreed that the train would announce its arrival at Garsdale by the playing of 'On Ilkley Moor Bah't 'at' on the train's two tone horns – to add a little je-ne sais quoi to the happy event.

Some readers, especially those living within earshot of Ilkley Moor will recall that drivers years ago would indulge in this bit of fun until the joke wore thin and it was banned by higher authority. Dah – dee–dee–dee – daah – deee. Just two notes. "I might be a bit rusty but I'm up for it", said the driver gleefully.

Kirkby Stephen passed and with the climb up Mallerstang well under way rehearsals started. It is hard to rehearse quietly with train horns. Dee – dah – dah (silence). Dah – dah – dee – dee – – – dee (silence). Dah – dee –dee –dee –dee – dah (silence) So it went on for a mile or two, getting nearer to perfection each time. Silence reigned until crossing Dandry Mire Viaduct the 1300 arrival from Carlisle burst into full song. Dah – dee–dee–dee – daaaah – deeeeeeeeeeeeeee !

Well, almost. Thanking the driver, we were reminded of the classic Morecambe and Wise sketch with conductor André Previn. Previn had taken Our Eric to task for playing the wrong notes. "They were the right notes Sunshine– just not necessarily in the right order".

Things Said to an On-Train Guide

Most of my guiding is done with groups that arrive by coach in Settle and travel to

Carlisle. They come from all over Britain, and the following are some of their more unusual questions. But there are also people who arrive by car at Settle who join in.

A group from Huddersfield: "Will there be a place where we can get something to eat when we get to Carlisle? Is there a café or a pub there?"

Somebody from London: "I didn't know that we had sheep in England!"

Some people, also from London: "Where are all the houses? Where do the people live?"

A group of Norwegians on a very misty day, on seeing the obvious frustration of the on-train guide: "Don't worry: it's like this in our fjords in wintertime!"

After passing the third coal train on the way to Carlisle, and despite having explained at Settle that coal is a principal source of traffic: "We thought that this was a tourist railway".

The ignorance about the British railway network by some is amazing. Great surprise is often expressed that the train has started in Leeds (which was where, on one occasion, the people in question lived), and on arrival in Carlisle people see that there are trains to Glasgow, Edinburgh, London, Birmingham etc. "I didn't know that you could get to so many places by train – it's amazing! We must try the train one day". Some people say that their trip on the S&C is the first time that they've been on a train for over 40 years.

On arrival at Settle station by car, it's very common for people to ask which platform the train goes from. On being given the answer this then sometimes prompts further thought and questions, such as "That means that trains run on the left, the same as cars does it?" and "I never realised that". Which then prompts me to tell the questioner about the railways in Belgium and France which were built by British engineers, and so run on the left.

Ian K. Watson

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Rear Cover Photos:

Wild flowers of the Dales.

Top left: Mountain Avens on the high limestone.

Top right: Wild Tulips on a lowland river bank.

Lower left: A very purple Marsh Helleborine Orchid.

Lower right: The Green Veined Orchid has striped 'wings'.

Photos: Pete Shaw

