



# Friends of the Settle-Carlisle Line

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## The Big Freeze

## FRIENDS OF THE SETTLE – CARLISLE LINE

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

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### Telephone Numbers

**Telephone Enquiries about FoSCL Matters Only** may be made to Paul Kampen (01274 581051) or Richard Morris (01697 472084). *Please note that steam and other charter train running, booking of tickets and on-train services (other than guides) are not the responsibility of FoSCL.*

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**Group Bookings:** appleby.station@northernrail.org or telephone: 0800 9800766 or fax: 01768 351434

**Steam Train Running:** www.uksteam.info

**Ribblehead Station Visitor Centre:** Tony & Patricia Beckwith - pattonyo02@live.co.uk or telephone: 01524 242584

**NEXT MAGAZINE:** Copy date for the May 2010 magazine will be Friday 9th April. 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.

**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 please; all standard formats acceptable.

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

**Cover Photo:** The 09.25 Carlisle to Leeds train at Ribbleshead. 3/1/10. **Photo:** Pete Shaw

## Chairman's Report

### FoSCL Chairman Mark Rand writes:

People read this magazine. The fact that you are reading its most boringly captioned item right now bears this out. Appeals for volunteers, information or funds bear fruit. Controversial suggestions provoke reactions too. None more so than plans for the former Station Master's House (SMH) at Ribbleshead mentioned in the last issue. An unprecedented number of you wrote to us, hotly against plans to convert it to accommodation for caretakers. The Settle & Carlisle Railway Trust has wrestled with what to do with the SMH for years now. Grandiose plans to develop it have had to be scaled down as funds, grants especially, have dried up. To restore it to a house on its original footprint turns out to be the cheapest and probably only remaining option, short of demolition, sale or mothballing it for better times. If you have any constructive ideas, the Trust would be delighted to hear from you I am sure.

ooOOOo

Most will have seen Michael Portillo's excellent railway series on BBC 2 – especially the episode about the S&C, screened in January. It was an evocative piece of television telling of the line's recovery from the brink of extinction. Portillo, as Minister of Transport at the time of the reprieve, was deeply moved by its subsequent success and it showed. He remembered adding a paragraph to the letter of reprieve, calling on FoSCLA (as we were then) to get cracking and to help to make the line a success. Good stuff. Embarrassingly, Pete Shaw and I were introduced as the people who had started the campaign against closure. We were not! Nor was FoSCLA the only body involved in the many faceted and eventually successful campaign. FoSCL tends to get used as shorthand for the campaign – perhaps because we are still here. All credit to those to whom it is really due.

ooOOOo

The line seems to be riding on a wave of good publicity just now, thanks in no small measure to the almost daily efforts of Andrew Griffiths (see the list of volunteer functions elsewhere in the magazine). This is not mere spin either. Network Rail have announced an extensive programme of track renewals on the line this year. Nationally, the renewal of track has had to be scaled down but on the S&C it is actually being intensified. All of the remaining jointed rail will have been replaced by the end of the year, enabling long-standing speed restrictions to be lifted. There are exciting opportunities arising from this in terms of services. We are working closely with Network Rail, Northern and others on this.

ooOOOo

Network Rail have made superhuman efforts to keep the line open during the rains, blizzards and extreme cold. Some services have been disrupted for sure but on most days they have run like clockwork, passengers being rewarded with the most stunning winter scenery imaginable. Northern trains have battled through the snow too. Trolley staff have struggled to get across the snow covered lines with trolleys laden with supplies but have made it. Our On-Train Guides have kept going. Altogether a super team effort. Head of the Northern team, MD Heidi Mottram is moving on (see page 7). We wish her continued success and shall miss her. Heidi's time at Northern has been characterised by a huge

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.

growth in passenger numbers – not least on this line. As we go to press, Northern have announced that passenger numbers on the S&C last year were 752,000 – up from 725,000 in 2008, despite the economy.

**Mark Rand**

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### Editorial

**M**embers will recall the article on Page 8 of the November magazine in which Richard Morris outlined the then position regarding the Stationmaster's House at Ribbleshead. This resulted in thirteen letters from members, including two former Chairmen and two former Magazine Editors. With one notable exception these were well argued and rational; all were against the idea of FoSCL putting any more resources into the house. Since then, your Chairman, officers and committee have continued to expend much time and energy into resolving this situation in the best possible manner; several going well beyond the call of duty. I, for one, would like to offer my thanks to everyone involved. The situation is showing signs of coming to a satisfactory solution and I think that everyone should be happy with the outcome. But, here is the important part, please do not be part of the 'silent majority' until all is decided and then complain that your views have not been taken into consideration. Is there anybody out there who agrees with the proposal? If so, make your voice heard!!

Secondly, one or two people have got a bit upset by the proposal to offer electronic copies of the magazine in PDF form to those who request them. My Editorial in the August 2009 issue was obviously not clear enough so could I please state that there is no suggestion from anybody that the paper magazines will ever be dispensed with. We will continue to support and promote the S&C in any way that continues to be effective; the magazine which you now have in your hand will always be the prime communication tool on offer to members. But these days there are many others and we will also use these where appropriate. If you would like to be added to the electronic magazine list, please email me; just one thing, please think about whether your Internet provider will allow very large attachments to be downloaded.

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

### Stop Press

**Following further discussions with the S&C Railway Trust the FoSCL committee, at its meeting on February 12th, voted that it was "now minded not to grant any funding towards restoration of the Ribbleshead Stationmaster's house".**

**Following the article on Page 8 of the November magazine regarding the Ribbleshead house, we received several letters opposing the proposal for FoSCL funds to be used for the house to be restored as a caretakers' residence. These have now been overtaken by events; but we would like to place on record our appreciation to the writers of these letters for their input into this very serious debate.**

## FoSCL Notes

### AGM Notice

The 2010 AGM of FoSCL will be held on Saturday 24th April 2010 at the Hallmark Hotel, Carlisle (just outside Citadel station) An agenda paper and the Minutes of the 2009 AGM are enclosed with this magazine – please bring the agenda paper with you to the meeting; you will need it to vote. Registration will commence at 10.45 hrs. The meeting will commence at 11.45 hrs. After the formal business is concluded, there will be a break for lunch which will be followed by a talk given by Ron Cotton and Geoff Bounds The hotel will offer a 15% discount on lunches to those holding a FoSCL Membership Card.  
**Richard Morris – Secretary**

### New Committee Member

At the committee meeting held on Friday October 9th, 2009 Andrew Griffiths was unanimously co-opted onto the committee. Andrew takes on the new role of Public Relations Officer and has much experience in this field and of the railway industry, having undertaken similar work for South West trains.

Andrew and his wife Rachel will already be well known to many members as they are now resident at Kirkby Stephen station. Apart from their Imagerail business, they are providing a much needed public service at Kirkby Stephen where rail passengers and other station users can enjoy a hot drink and home baking; frozen photographers found this a boon on Wednesday December 30th whilst waiting for a double headed steam working to pass in blizzard conditions (see photo on Page 9).

### Membership Secretary's Report

On October 5th, the membership figures for FoSCL were as follows:

Category	No.	No. Renewed	Gold Card Members
Corporate	6	5	0
Family	877	836	86
Individual	2323	2204	123
Junior	20	18	0
Life	224		4
<b>GRAND TOTAL</b>	<b>3450</b>	<b>3063</b>	<b>213</b>

Please look carefully at the green message card enclosed with this magazine. If it denotes that you are due to renew your membership, please do so now in order to continue in helping with our work and in keeping updated with events on the line.

It helps to streamline our administration if subscriptions are paid by Standing Order, so when you are due to renew, please consider asking the Editor for a mandate form (*You do NOT need to complete a standing order mandate if you have done so previously*)

Could members who renew their subscriptions please note that membership cards are sent out with the magazine following their renewal. Anybody who would like their card by return should send an s.a.e.

The magazine sent to the following member has been returned undelivered:

Mr. C. R. Bentley, Berkhamstead, Hertfordshire.

If anybody has any information about his current addresses, could they please contact me.

**Peter G. Davies – Membership Secretary**

## Settle Station Open Day – Saturday December 12th

The 2009 Settle Station Open day was very much helped by the weather; though cold it was bright and sunny in Settle – very unlike 2008's miserable rain.

Sherry and mince pies were served on both platforms in the morning; this seemed to be very much appreciated by the walkers who arrived for a walk before their lunch at the Golden Lion. After the 11.46 train, we closed the Down (northbound) side and concentrated on the Booking Hall. The event then continued until after the 16.05 train had come in. Quite a few passengers had sherry and mince pies at both ends of their journey! The Opera North Horn Club were very popular in the morning (two of the six players had travelled from as far as Harrow in the deep south to be there!) – and the Settle Voices attracted a large audience in the early afternoon.

After all costs had been deducted, we raised £211 in donations. My thanks go to all who contributed mince pies, cake etc. and who helped to wash up, carry heavy items; a special thanks goes to those who stood for hours in the not-very-warm.

And very special thanks go to Rob Gingell, who was there every bit of the day, did endless washing up and carried so much stuff both ways over the bridge. He had popped over the Atlantic specially! Also thanks to Eric Stanley, Geoff Hall and Dave Moss, who were so very useful at the start and as long as they were around before departing for various other duties.

Derek Soames, Robin Corbett and Bob Swallow were around in the Signal Box for people to view it and thanks must go to them as well.

I have probably forgotten several people but I'd like to say a general "Thank you" to all who contributed in any way and to all those who attended.

All in all, a very successful day.

**Pat Rand**

## FoSCL Christmas Lunch – Golden Lion, Settle, 5 December, 2009

The lunch was held for the first time in Settle and around 72 people attended. We can do no better than to quote from a letter received afterwards from Mr. Mike Hodgkinson of Carlisle, for whom it was his first FoSCL Christmas lunch: "The event was a fantastic success. The ambience of the location, the service provided and the quality of the food were all excellent. I found the whole affair most enjoyable – roll on next year".

Many thanks go to Margaret Hodgins for her perfect organisation of the event.

**Pat Rand**

## Walkers' Dinner and Presentation to Ruth Evans

On 12 December 2009 the annual FoSCL Walks Christmas Dinner took place at the Golden Lion in Settle. Around 60 people turned out to enjoy one of the three walks followed by the Dinner and Raffle.

For the past 20 years the walks have been co-ordinated by FoSCL Committee member, Ruth Evans. Ruth has decided to step down as Co-ordinator to concentrate



on her other interests although she is not planning to hang up her boots!

Peter Davies, FoSCL Membership Secretary and Walk Leader, presented Ruth with a bouquet of flowers on behalf of the Committee to mark the occasion and thank her for all her hard work.

**Stephen Way**

### **Snow pictures**

Have you taken a good snow picture of the S&C this winter? The scenery has been stunning and we hope it will be many a winter before it happens again.

We are on the look out for suitable pictures for postcards, Christmas cards, the website and publicity. If you have a picture which you would like us to consider, please send it in to: [editor@settle-carlisle.co.uk](mailto:editor@settle-carlisle.co.uk) (for postal address see inside front cover). We shall of course credit photographs used.



*Joy and Bev Orwell are seen here at Ribbleshead about half an hour after their wedding in Settle Registry Office.*

*Bev lived in the Stationmaster's house at Ribbleshead for a time in the '80s. The couple have now become Life Members of FoSCL and 'Gold Card' holders. We wish them well for the future.*

### **News From Carlisle**

The Langwathby Christmas Lunch, held on 19th December 2009, was one of the best yet despite the fact that five people, out of the fifty one who had booked, could not attend due to the weather. Yet again, the food and service at the Brief Encounter was of a very high standard and was much enjoyed by all. Many thanks to Gordon Edgar and his staff.

In the 2009 quiz, twenty questions and a picture round also proved very enjoyable: the winners, Vanda Braid and Bob Parmley, won by a tie-breaker and the other winners were Kath Smith and Richard Morris. Bob and Vanda won a £25 hamper provided by the Brief Encounter.

All that remains for me is to say thank you to all who attended the lunch. All the best for 2010!

**John Johnson**

### **Garsdale Station Service**

On Sunday 30th May a church service will take place on Garsdale Station. This is being organised by the Friends together with the Hawes Junction Chapel people. The service is being conducted by one of our On Train Guides, Bill Greetham. Hopefully a local choir will also be in attendance. Pauses will be made for trains running through the station. Services were held on the station many years ago on a regular basis.

The service will commence at 11am. This time connects with the 09.00 train from Leeds and the 09.25 from Carlisle.

Following the service we have been invited to a buffet in the Hawes Junction Chapel.

At this stage we are also trying to plan a short walk in the area after the buffet. It would be helpful for catering purposes if you could possibly let me know if you would be coming to this event either via email: [RuthEvansLtd@hotmail.com](mailto:RuthEvansLtd@hotmail.com) or phone 01729 825454.

**Ruth Evans**

### Station name signs sold on eBay

There was a lot of interest in the sale of three modern station names on eBay, the internet auction site, in December. The aluminium signs from Ribblehead, Garsdale and Appleby had kindly been donated to FoSCL by Northern. Although quite lightweight, the former two were over 2m long.

### A Week at Dent Station

Four bids were received for the week at Dent station – generously donated by Robin Hughes to whom we must once more record our thanks. The sum raised was £550 – the highest yet.

**Douglas Hodgins**



Television and radio coverage helped to drive up interest, with a fierce bidding war resulting in the signs going for £125–170 each.

The winner of Ribblehead was Claire Cook, from Stanley in County Durham, who wanted it as a Christmas present for her father John. Claire and her parents travelled over to Kirkby Stephen to collect the sign, although it was a complete surprise for John, who was chuffed to bits! There was just time for the family to make a trip up the line to Ribblehead itself, although sadly the weather was gloomy – not that anything was going to take the shine off a very special day for this dedicated S&C fan.

**Andrew Griffiths**

*Mr & Mrs Cook with daughter Claire when they collected the Ribblehead station name sign from Kirkby Stephen.*

**Photo: Andrew Griffiths**

### Notes From an On-Train Guide

Visitor: "Is that a Roman road I just saw?"

Guide: "No sir, that is a geological feature called a limestone pavement."

Visitor: "Is that a Yorkshire accent you have?"

The guide comments: 'Just then I was rescued by the conductor who explained that you can tell a Yorkshireman because he says "Ee bah Gum!"'

## News Notes

### Going, Going, Gong

Northern Rail's Managing Director Heidi Mottram has been appointed Chief Executive Officer of Northumbrian Water Group plc and takes up her new post on 1st March. Heidi has been a tremendous supporter of the S&C and whilst sorry to see her go, we wish her every success in her new role. Seldom far from the headlines in all the very best ways, she was awarded an OBE in the New Year Honours list for services to the railway industry. Heidi will not be cutting loose from the S&C though. She is a FoSCL member and her father is a FoSCL On-Train Guide.

### More S&C Television

The television programme called 'Great Railway Journeys' featuring the S&C with Michael Portillo was generally agreed to have been excellent, in terms of publicity for the line.

There was another programme with a hint of S&C, tucked away on BBC4, of an altogether more complex and esoteric subject – Chaos Theory! Professor Jim Al Khalili set out to explain the relationship between Order and Chaos in nature and it was a mixture of abstract philosophy and

mathematics. Our link was that the professor was standing underneath Ribbleshead viaduct with Ingleborough, Park Fell and Simon Fell all covered in snow in the background. After an explanation of fractal geometry (where everything gets bigger and bigger when you look smaller and smaller – such as measuring the coastline) he went on to the Butterfly effect: if a butterfly flaps its wings in a Brazilian rain forest, can it eventually be linked and therefore responsible for a tornado in Texas?

So could it be that a TV programme featuring Ribbleshead will in due course be responsible for an upsurge in railway passengers this summer? Let us hope that this is correct.

**Pete Shaw**

### Ribbleshead Station Visitor Centre

Please note that with effect from January 2010 the Visitor Centre at Ribbleshead will be open on Tuesdays to Sundays during July, August and September only. Additionally it will be open on Saturday, Sunday and Monday 3, 4 & 5 April and 29, 30 & 31 May. The Visitor Centre hours of opening are 0930–1630. Group visits can be booked outside these dates by prior arrangement by contacting Pat & Tony Beckwith on 015242 42584.

**Martin Firth**

*A BBC TV crew visited the S&C on Tuesday 26th January to film scenes for a broadcast of Countryfile. Our photo shows Julia Bradbury with Ribbleshead Visitor Centre Custodian Tony Beckwith.*

**Photo  
Patricia Beckwith**



## Kirkby Stephen rail station weather station report.

What a great time to have the automatic weather station installed here at Kirkby Stephen station! First the 'thousand year' rainfall event in November, and now the 'big freeze' (four weeks and counting, as this is being written). Thanks to FoSCL funding, data for a range of meteorological parameters is updated every 6 seconds live online at both Ribbleshead: [www.mylocalweather.org.uk/ribbleshead](http://www.mylocalweather.org.uk/ribbleshead) and also for Kirkby Stephen: [www.mylocalweather.org.uk/kirkbystephen](http://www.mylocalweather.org.uk/kirkbystephen) stations. The next phase is to install rain gauge heaters, so that any snowfall is melted and the amount of precipitation is then recorded correctly. There are also plans for a version of the weather station websites you can receive on your mobile phone.

In terms of rainfall at Kirkby Stephen station, October was a relatively dry month (91mm from 24 wet days). November, however, a different story, with a whopping total of 554mm – half of this fell in a single week, and 175mm in just 48 hours. This was the time of the disastrous flooding of Cockermouth, although the S&C infrastructure in Cumbria withstood the onslaught without any problems being reported. It rained on all but 4 days during the month. December thankfully was reasonably dry (96mm from 22 wet days, although this is likely to be an underestimation due to snowfall). The first snow settled on the 14th, and reappeared on the 17th with snow cover remaining until into 2010.

Sunshine was not greatly in evidence; no surprise there! The sun shone for a total of 51 hours in October, 32 in November and 45 in December. On the other hand, there was no shortage of wind – 4,412 windrun miles were recorded in October, 6,575 in November and 4,730 in December. The windiest day of this period was 30th December (the day of the Black 5s tour),

with an average of 25mph and a gust of 53mph. The strongest gust, though, was 58mph on 1st November.

October's average temperature was 9.9°C, with a maximum of 15.7°C and minimum of 2.7°C. Taking into account the windchill effect the lowest temperature was 0.8°C. In November the overall average was 6.6°C, with a maximum of 13.1°C and a minimum of -1.4°C (with a windchill low of -4.3°C). The air temperature fell below freezing on just the one day, compared to 15 days in December, which was notably cold, particularly during the latter half. The average was 2.1°C, ranging from a high of 10.8°C to a low of -7.7°C, and a windchill low of -9.8°C. From the 17th to the end of the year the average temperature was below freezing!

This just the tip of the iceberg (no pun intended) of the data available, and anyone wanting more detail on the weather recordings at Kirkby Stephen can download a file from [www.imagerail.com](http://www.imagerail.com)

**Andrew Griffiths**

## Keeping the wheels turning – how the S&C fared during the Big Freeze

A month of sub-zero temperatures and snow will no doubt have brought back memories among older readers of the 'proper' winters of times past, but how did our line cope? The answer is very well, on most days anyway, despite the negative picture of rail painted in the media at large. The snow in particular had little effect, helped by the fact that although the depth was above the railhead there was not the drifting which caused the spectacular blockages of 1947 and 1963. DRS mini-snowplough-fitted locos 37194 (before Christmas) and 37510 (after Christmas) were used on snowplough and icicle-busting duties, sometimes running between Carlisle and Skipton twice overnight.

These English Electric veterans, nicknamed 'tractors', are over 40 years old and added

some welcome variety to the traction used on the line.

Living and working on a station midway along the S&C, plus keeping an eye on the 'live departure board' to keep passengers informed, means that I've had a reasonably good feel for performance. The only day before Christmas where there were real problems was Saturday 19th December, when my 'pet' loco 66080 failed at Ribblehead with loss of power on 4S70 Milford – Falkland empty coal. Rescue came from Carlisle in the form of 66135, but not before the train had sat at Ribblehead from 0613 to 0947, causing a very long delay to the 0619 Leeds – Carlisle and a lesser one to the following down passenger service. The coal train terminated at Ayr's Falkland Yard 5 hours 6 minutes late!

Sunday 27th December was marred by the cancellation of the 0925 Carlisle – Leeds, it is thought due to the trainset being unable to start after the Christmas shutdown. Generally the 158s coped with the snow and ice fairly well, despite getting a little long in the tooth, with only a couple of other

outright failures recorded. The more modern units suffered from dry snow getting into the electrical control equipment, the usually very reliable class 333 Aire Valley electrics feeling the effects of this in the severe cold of early January.

The infrastructure coped well with the more than usually harsh conditions. The new intermediate block signals still gave some trouble, but the two most notable issues were frozen points and icicles in tunnels. Despite point heaters being fitted, on Wednesday 23rd December the wind kept blowing in snow faster than it could melt, and even the point rodding itself froze. The permanent way gang were kept busy all morning, but there were knock-on delays all day. Ice forming in tunnels is not a new phenomenon, but in the New Year both Blea Moor and Risehill witnessed some spectacular formations under the air shafts ('the biggest in the world', according to one conductor.) The icicle-buster loco helped to clear this, but the danger was such that a 20mph temporary speed restriction was imposed for several days, resulting in a total



*In blizzard conditions, 45407 and 44871 power through Kirkby Stephen on Wednesday December 30th 2009 with the Carlisle – Manchester Victoria leg of a charter.*

**Photo:  
Andrew  
Griffiths**

of 1,140 minutes of delay to 140 services. Some images can be seen online at the Network Rail media centre site. They give an idea of what the trains were up against – literally!



*An icicle which formed inside Blea Moor tunnel during the 'big freeze'.*

**Photo: courtesy Network Rail**

Only on Friday 8th January, and to a lesser degree the following weekend, was the passenger timetable in real disarray, when a number of factors combined to make operating the railway especially challenging. However, even on the worst days, when road travel was tricky on trunk roads and downright dangerous on all other roads (and not only high in the hills), the trains kept on running. Our Chairman wrote to Northern and Network Rail expressing our thanks, and Heidi Mottram's reply sums up the situation well:

"It's certainly been a very challenging few weeks. I am very proud of how Northern staff have gone out of their way to keep our services running. The stories are numerous of people walking miles to get in

early and make sure things all start up OK, and then dealing with whatever arises during the day. I also think Network Rail have done an amazing job and I've written to thank them too. Conditions have been dreadful and of course the S&C is on the extreme end of that. All credit to the teams that got out there and battled to keep the line open. In the light of all that, to know that our efforts are appreciated by our customers really means a lot."

**Andrew Griffiths**



*S&C Lampman Peter Akrigg changing the lamp on a signal at Hellifield.*

**Photo: Rod Metcalfe**

### **Accident Anniversary**

January 22nd 2010 saw the 50th anniversary of the worst accident to take place on the S&C since before World War 1. The driver of the 9.05pm express from Glasgow St Enoch heard a 'knocking noise' from his engine as

he approached Garsdale. The signalman on night duty there saw him inspect the right hand motion assembly of the loco with the help of a handlamp. However, before the signalman could talk to the driver, the train set off again – the driver, having seen nothing wrong, had decided to proceed as far as Hellifield where fitters would be available.

Approaching Settle station at approximately 45mph, the motion finally disintegrated and some of it struck and damaged the track in front of a northbound freight train. This derailed and, in turn, its engine struck the first three coaches of the passenger train which also derailed. Five passengers lost their lives and eight others, plus the guard of the freight train, were injured.

The Board of Trade Inspecting Officer, Brigadier Langley, blamed slack maintenance at Polmadie shed, where the loco was based, for the accident. It should be remembered that the railways were still recovering from the gruelling war years and standards were not what they are today.

Our modern railways owe their superb safety record to the lessons learned in such tragedies.

**Paul A. Kampen**

### **Spring Bus Links**

As the days lengthen why not expand your horizons with a bus link off the S&C? There are good Monday to Saturday links to Hawes (from Garsdale), Ingleton (from Settle and Giggleswick), the Forest of Bowland (from Settle) and Wharfedale (from Skipton). There are also various links to Malham but check the days of operation carefully.

On Sundays you can use the DalesBus network into Wharfedale every week with buses to Malham on Feb 21 & Mar 21. Extra Summer services will operate from Easter whilst from the Summer Rail Timetable (May 23) FoSCL and Northern are

supporting the Northern Dalesman every Sunday to Swaledale via Hawes. Northern are also supporting an extra late Saturday afternoon bus from Sedbergh and Dent up to Dent Station so you can have a day in the Howgills or Dentedale and ride back up to the station!

Full details in the May Magazine or look for the Metro DalesBus booklet or see [www.dalesbus.org](http://www.dalesbus.org)

**John Disney**

### **Settle–Carlisle Railway Resources Handbook Illustrated handbook**

Twenty or so individuals have kindly responded to my request for further resources which might usefully be included in my forthcoming publication. I have been able to incorporate much of the information so far and I should like to make another plea for any further details to be passed on to me for inclusion in this important reference document, currently running in excess of two hundred pages.

I have also now been able to list the primary resource material to be found at the County Record Offices where future researchers will find a wealth of material relating to the Settle–Carlisle line, a task made more difficult by the fact that the line when built passed through no fewer than four historic English counties and 29 ecclesiastical parishes (useful for Parish Registers!).

Please contact me with any further information so that the first imprint can be made available as soon as is practicable. Some interesting additional musical items have recently come to light and I am currently assembling published poems and artistic works of art for inclusion. All contributions will be acknowledged.

**Nigel Mussett: [mussett@dsl.pipex.com](mailto:mussett@dsl.pipex.com)**

### **National Rail Enquiries**

National Rail Enquiries have had a make over of their website and much better it is too – but there is still some way to go. The

website carries details of the locations and facilities available at all UK railway stations. The Settle–Carlisle stations were done in a bit of a hurry it seems. Beware using your Sat Nav to get to Kirkby Stephen station. If you follow the postcode given on the website (CH17 4LE) you will end up in Colwyn Bay.

### Norman Guy

Norman Guy and his wife Kathleen celebrated their 70th wedding anniversary at the beginning of October. Norman was a relief signalman at Kirkby Stephen (S&C) until his retirement at 65 after many years service. They both still live in their own house at Kirkby Stephen and he is now 90. There was an article about them in the Oct. 3rd. edition of the Cumberland and Westmoreland Herald.

### Ken Harper

### Emergency Earthworks – Ormside Viaduct Approach Embankment

A failure in the earthworks on the approach to Ormside Viaduct was detected late on Thursday 26th November 2009. This resulted in a notice being served for Land Entry using Emergency Powers. Emergency Funding was approved by Network Rail and a Framework Contractor mobilised on Friday November 27th. Excellent progress

on site to effect a stabilisation/repair solution was made resulting in the TSR being lifted on Thursday December 3rd. Well done Network Rail!

### Railway Heritage Trust Award

Network Rail was awarded the First Group Craft Skills Award at a ceremony during September 2009. This was for the renovations to Garsdale station which are expected to enter a second phase shortly.

Above: *The award plaque*



Below: *The work site at Ormside*

**Photos: courtesy Network Rail**



### Spring 2010 diversions

Virgin Trains services will run via the Settle and Carlisle line for a number of weekends during the Spring as engineering work takes place on the West Coast Main Line.

The times shown below are for Saturdays from 6th February until 27th March 2010. These are provisional, as the trains diverted and the timings shown will vary depending on other engineering work taking place across the country.

#### Northbound

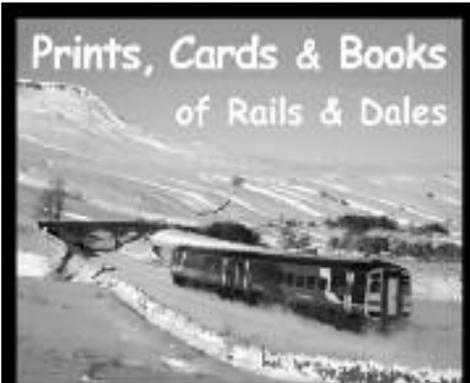
Train	Hellifield	K Stephen	Carlisle
1S65 13:05 Preston – Glasgow	14:08	14:47	15:37
1S77 15:05 Preston – Glasgow	16:19	17:00	17:50
1S85 17:05 Preston – Glasgow	18:21	19:00	19:52

#### Southbound

Train	Carlisle	K.Stephen	Hellifield
1M55 11:40 Glasgow – Preston	12:54	13:56	14:35
1M57 14:00 Glasgow – Preston	15:11	15:56	16:35
1M59 16:00 Glasgow – Preston	17:11	17:56	18:39
1M61 18:00 Glasgow – Preston	19:11	19:56	20:41

Trains are diagrammed to be formed by Super-Voyager units.

**David Hunter**



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**Stop Press 2**

**More Recognition  
for Settle and Garsdale**

Settle & Garsdale stations were Highly Commended at the prestigious Rail Business Awards ceremony at London's Hilton Park Lane hotel on February 11th. Northern Rail had submitted them for the Department for Transport Station Excellence of the Year. The overall winner was the brand-new Wood Lane station on London Underground's Hammersmith and City Line - the first new underground station on an existing line to be built in 70 years. Settle and Garsdale were praised for their "Spectacular and Successful" restoration.

## Dandry Mire Viaduct

Network Rail are proposing to add handrails to Dandry Mire Viaduct (sometimes called Moorcock Viaduct). This viaduct is the one which the trains cross after leaving Garsdale station when travelling north and, famously, had to be constructed when earlier attempts to create an embankment failed due to the boggy terrain.

Tony Freschini comments: As can be seen from drawings, the existing parapet is very low in height and provides no protection to track workers. This is contrary to current H&S law. The viaduct has almost certainly always been substandard; however the waterproofing works undertaken during 2001 further reduced the effective height and also resulted in the provision of a flat walkway adjacent to the parapet – thus increasing the potential for accident.

I was approached by Network Rail's designer who asked for advice about 3 months ago about what might be an acceptable design. I gave him my views broadly as follows.

1. View the structure carefully and think deeply about what you might need to do in order to provide a handrail of sufficient height which preferably does not detract from or at worst has the minimum impact on the appearance of this splendid structure.
2. I suggested that the simplest form of design was likely to have the least visual impact.

I think that the proposed design would meet with these requirements.

*(When Network Rail put in their Planning Application to the Yorkshire Dales National Park Authority for Listed Building Consent to put up metal railings, several objections were received; and we understand that YDNPA have invited Network Rail to submit further designs.)*

## S&C Track renewals – 2010

In a further massive push to restore the S&C to top form, 23 miles of track are to be renewed during 2010. The map opposite shows the locations in detail but the general emphasis is the replacement of jointed track, on the down line north of Appleby especially.

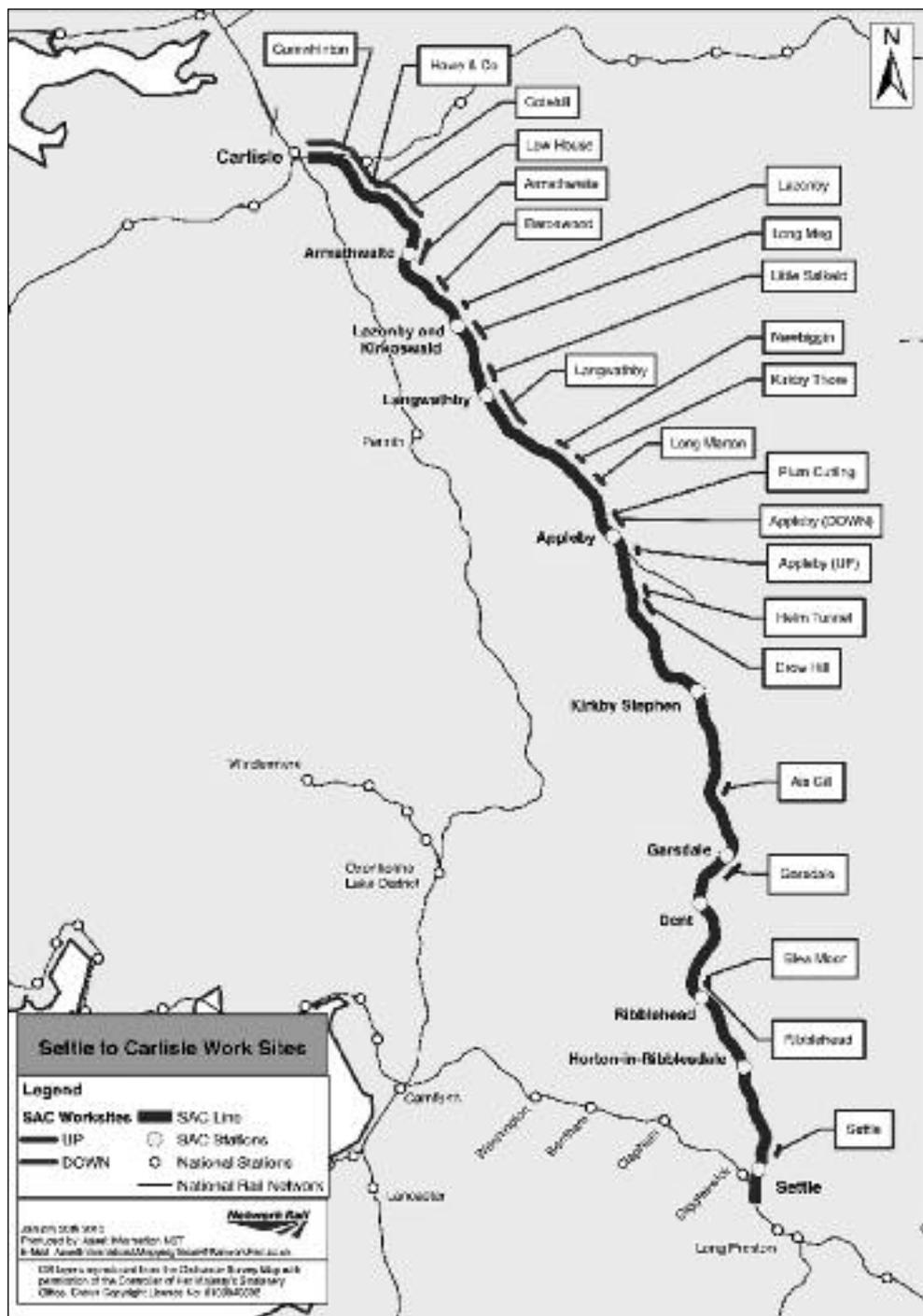
In a departure from previous years the work is to be done during overnight midweek eight hour possessions. There will be no prolonged blockades and weekends will be clear of disruption, in the main. Techniques new to the S&C are to be deployed which should have only minimal impact on day to day services. The New Track Construction Train will be used. Essentially the train lays the new track in front of itself. It will be the biggest job that the new train will have done so far. Depending on local circumstances, 300 to 600 yards of track will be replaced each night. The work will be coordinated from Network Rail's facility at Appleby.

The £12,000,000 scheme represents the final big push for the S&C's track. Work starts on 1st April and is due to finish in September, by which time virtually all of the jointed track along the line will have been replaced by continuous welded rail. Almost all of the temporary speed restrictions (14 at the time of writing) should be removed as a result of the work.

When finished, there is the prospect of a considerably higher line speed, with opportunities for enhancements to journey times and passenger services. We are working closely with Network Rail and with Northern on these. Jo Kaye, Network Rail's route director, said:

“This is the final phase of a multi-million pound upgrade for the line that would never have been envisaged a few years ago, but is testament to its importance as part of the national network.”

**Mark Rand**



### New Waiting Area at Carlisle Station

Further good news for the S&C, comes with plans by Network Rail, in association with partners including FoSCL, to provide a new waiting area for the S&C and Tyne Valley Lines at Carlisle station.

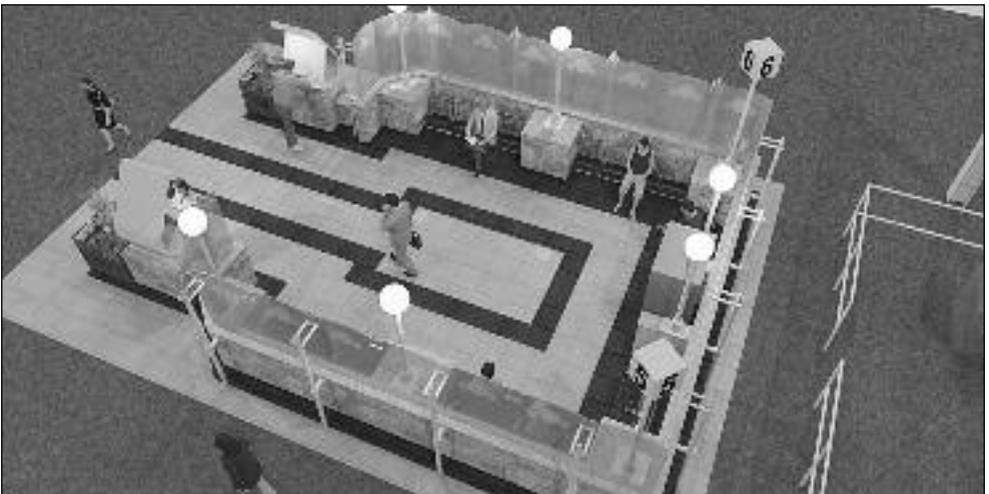
Carlisle station is operated by Virgin Trains; the Northern services to Leeds and Newcastle normally use platforms 5 and 6 which are bays tucked into a corner. Although near to the main entrance, the area is in other respects not a good advert for the

S&C being covered in pigeon droppings and having a generally cold and barren feel.

With the demolition of the portakabin-style buffet last year, space has been made available to provide what will be a fitting Northern gateway to our line.

These artist's impressions of what is proposed are reproduced by kind permission of Network Rail.

**Paul A. Kampen**





Above: *The 13.00 Leeds–Carlisle crossing Ribbleshead Viaduct on 3/1/10. Photo: Pete Shaw*  
Below: *A northbound working kicks up the snow at Ais Gill. Photo: Andrew Griffiths*





Above: Taken from a train – Mallerstang Edge. 8/1/10.

Below: The River Eden from Eden Lacy Viaduct. 8/1/10. Both photos: Richard Morris





Above: *St Leonard's Church, Chapel-le-Dale. 3/1/10.*  
Below: *Whernside. 3/1/10. Both photos: Pete Shaw*





Above: *Passengers struggle from a train at Settle.* Photo: Bob Swallow  
Below: *Garsdale Station on 21/12/09.* Photo: Jim Carrington



## Special Traffic Report

Oct 17th 2009	5690	Tyseley–Carlisle
Oct 17th	56312/67001	Shrewsbury–Carlisle
Oct 19th	HST	Heaton–Derby, test train
Oct 24th	47826/47786	Cleethorpes–Carlisle
Oct 24th	46115	Leicester–Carlisle
Oct 24th	67008/67024	Kings Cross–Carlisle
Oct 24th	HST	Heaton–Derby, test train
Oct 28th	31105	Neville Hill–Carlisle, test train
Nov 16th	HST	Heaton–Derby, test train
Nov 20th	66232 + 90036	Kings Cross–Inverness sleeper
Nov 21st	HST	Derby–Heaton, test train
Dec 30th	45407 + 44871	Carlisle–Manchester Victoria
Jan 6th 2010	66555	Hunslet–Ravenstruther, coal empties
Jan 6th	66552	Holgate–Hunterston, coal empties

The HST (Inter City 125) test train makes frequent appearances on the S&C, as it does over much of the main line network. Officially known as the “New Measurements Train”, it is a high tech unit which can measure a large number of track parameters, all carried out at line speed. Analysis then shows if any areas need attention, and if they do, speed restrictions are put in place until maintenance is completed. Being in Network Rail bright yellow house colours, the train is often dubbed the “Flying Banana”!

Problems on the West Coast Main Line on 20th November resulted in an overnight sleeper train being diverted onto the S&C, with electric locomotive still attached. Then on 6th January, snow problems on the East Coast Main Line saw two empty coal workings diverted onto the S&C as well.

37510 has been running over the line as a ‘Proving’ engine, to ensure that the route is not blocked by snow, or unduly hampered with icicles in tunnels. On one occasion it found an enormous icicle in a Blea Moor Tunnel air shaft; and on another trip, suffered damage to a window after encountering icicles in Baron Wood tunnel.

**Pete Shaw**



*37194 working the ‘Icebuster’ at Kirkby Stephen station on Christmas Eve 2009.*

**Photo:  
Andrew  
Griffiths**

## News from Other Lines

### Wensleydale Railway Looks Ahead

Three important reports have been posted on the Wensleydale railway's website [www.wensleydalerailway.com](http://www.wensleydalerailway.com) for everyone to read. The reports are:

1. Wensleydale Railway's draft strategic plan 2010 – 2014
2. Report of a socio-economic study by Ove Arup for Wensleydale Railway (Northallerton to Aysgarth)
3. Northallerton Link options assessment (summary of Corus report).

These reports provide information relevant to the next stage of development. Written comments on the draft strategic plan are welcome.

Meanwhile **WR's timetable and events programme for 2010** will be published in March. There will be a full day excursion FROM the Settle–Carlisle line TO the Wensleydale Railway during the summer steam operation (full details in the next FoSCL magazine). Also repeats of last year's very successful excursions from Leeming Bar to Redmire – with a coach connection to Garsdale – and travel in both directions to destinations on the Settle–Carlisle line. We have appreciated the co-operation of Northern (Drew Haley) in making the arrangements for these events – the one to Carlisle was a sell-out so we ran another! Other ideas include excursions in the footsteps of JMW Turner (who visited Wensleydale in 1816); to Sedbergh Book Town, a Dales sheep farm and various local events and attractions such as Leyburn's Food and Drink Festival on May 1st – 3rd.

**The first two events** will be on Good Friday (April 2nd), to Middleham Stables Open Morning and a separate 8 mile guided walk to Coverham Abbey and historic Coverham church. On Easter Sunday (April 4th) there will be a Family Easter Egg walk from Redmire to Bolton Castle. Two new Leadmining Excursions will take place on

June 13th & 24th and the annual 1940s week-end will be held on July 17th – 18th. There will be a Herriot excursion on Yorkshire Day, Sunday August 1st and there will be the usual varied programme of guided walks, some with pub or barbecue lunches and/or the study of wild flowers (two dates in May tbc), dormice and red squirrels (again, dates tbc). We just want people to travel on the trains and to enjoy Wensleydale when they get here! Event details on [www.wensleydalerailway.com](http://www.wensleydalerailway.com) – enquiries and bookings to Leeming Bar station tel: 08454 50 54 74 from March onwards.

**To book local accommodation and stay a little longer**, Leyburn TIC (01748 828747) and other TICs in the area will be glad to help (but to book WR's Aysgarth station holiday cottage, please 'phone me directly on 01969 650349).

May 24th 2010 marks the **20th Anniversary** of the **Wensleydale Railway Association (WRA)** following the success of the long-running campaign to save the Settle–Carlisle line from closure. In turn, WRA established Wensleydale Railway plc to own and operate the railway; and the charitable Wensleydale Railway Trust. Throughout these 20 years, we have been encouraged and supported by FoSCL's committee, Chairmen and many individual members – *thank you all!*

**Ruth Annison**

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### St Albans Signal Box Preservation Trust

The 'Scotch Expresses' which travelled over the S&C to/from London St Pancras passed many Midland Railway signalboxes as they did so. We have two such boxes in preservation (at Armathwaite and Settle) and members may care to know of another – St Albans South. For details please see the website: [www.sigbox.co.uk](http://www.sigbox.co.uk)

### Steam Charter Trains – Summer 2010

Following the sell out success in 2009 Statesman Rail have announced that 'The Fellsman' will return in 2010, running every Wednesday over the S&C with time available for sightseeing in either Appleby or Carlisle.

The train will be steam hauled throughout and the locomotive will vary on each train – chosen from the pool of engines based at Carnforth including: LMS Royal Scot Class 46115 *Scots Guardsman* – LMS Stanier 8F 48151 – LMS Jubilee Class 5690 *Leander* and LMS Stanier Black Five 44932.

The first train is planned to run on Wednesday 2nd June with further workings every Wednesday from 28th July to 8th September 2010.

Departure points and times are projected as: Lancaster (dep 08.05/arr 21.20) Preston (dep 08.35/arr 20.10) Bamber Bridge (dep 08.50/arr 19.50) Blackburn (dep 09.15/arr 19.30) Clitheroe (dep 09.45/arr 19.00) Long Preston (10.50/17.55)

#### Fares:

**Standard Class:** Adult – £63 Child (15 yrs & under) – £49 Party of 4 – £236

Family of 4 ticket (combination of Adults & Children) – £199

**First Class:** Adult – £95 Child (15 yrs & under) – £81 Party of 4 – £364

**Premier Dining** (including full English breakfast & three course dinner)

Adults – £149 Party of 4 – £580

(Premier dining is not available from Long Preston)

Guaranteed window tables for 2 are available in 1st class & Premier Dining at a supplement of £15 per person – Group discounts are available for bookings of 15 or more – call reservations for details 0845 310 2458

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**Contact Details:** Statesman Rail Ltd., PO Box 83, St Erth, Hayle, TR27 9AD Tel: 0845 310 2458. Email: [reservations@statesmanrail.com](mailto:reservations@statesmanrail.com) Website: [www.statesmanrail.com](http://www.statesmanrail.com)

**NB:** *This information is given for those interested in travelling on the trains. FoSCL cannot accept responsibility for changes made after the magazine goes to press. Bookings and all other enquiries should be made to the operator – contact details above.*



*Passengers on The Fellsman will be able to enjoy a view of Pen-y-Ghent. On 3rd October 2009, A1 Pacific Tornado passes the 'Hill of the Winds'.*

**Photo:**  
Graham Wiltshire

## Return to the Settle–Carlisle

**H**aving been disabled by a stroke in July 2006, I had my doubts about being able to take any more trips over the S&C because I am no longer able to drive and only able to walk with the aid of a “quad stick” (a walking stick with four feet on the end). However, with the help of my friends Bob and Maggie Proctor and the good offices of Northern Rail’s disabled help line, I felt emboldened to attempt a trip on Wednesday 16th September. The plan was for Bob and Maggie to drive me to Settle, for all three of us to catch the 11.46 from Settle, get off at Langwathby, have lunch at the ‘Brief Encounter’, catch the 14.27 from Langwathby, alight at Kirkby Stephen to visit the memorial bench and plaque there in memory of my friend Jenny Bye, and return to Settle on the 15.53 from Kirkby Stephen.

Unfortunately, the day did not start all that well, for we only arrived in Settle with minutes to spare and two badly parked cars in the spaces against the signal box made it difficult for Bob to park the car. Nevertheless, I was able to cross the line by the footbridge, just in time to get on the train. The two grab handles just inside the door on the 158s proved very helpful. We did not have time to contact the station staff as planned.

Bob and Maggie enjoyed the ride down to Langwathby, the pristine condition of the stations prompting Maggie to ask if “the line was really part of the National Network?”; I was happy to assure her that it was. The conductor of our train was happy to help me alight at Langwathby and we enjoyed an excellent lunch at the ‘Brief Encounter’ before crossing to the other platform for the return

journey. This was accomplished after having mixed feelings about declining Gordon’s offer to drive us in his car round to the other platform. I had recently purchased a folding transportation wheelchair and we decided that, having brought it with us, we really ought to make use of it, which seemed like a good idea until it obstinately refused to fold back into the size required for it to fit in the carrying case.

Fortunately, Bob managed to achieve the desired objective a few minutes before the 14.27 southbound arrived. Maggie decided to stay on the train all the way to Settle in order to move the car into a more satisfactory place if possible, and being rather intrigued by my suggestion that she might like to visit the ‘Naked Man’ cafe in

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Settle, whilst waiting for our arrival in Settle at 16.33. I did, of course, explain to her that the date of the aforementioned edifice was strategically placed in the interest of propriety.

Bob and I did encounter some problems with my disembarking at Kirkby Stephen, there being a relatively wide gap between the train and the platform at this station. I have been told that the track is on a slight curve at this point. We then proceeded along the platform to visit Jenny's bench just beside the footbridge, on the same platform as where Jenny and I exchanged addresses and 'phone numbers, having met on a Smardale guided walk led by Ruth Evans in March 1996.

Having given the plaque on the bench a polish, we then went to visit the recently opened platform shop and said hello to the new custodians, Andrew and Rachel, who have an interesting selection of railway literature, as well as tea and cakes, for sale. Having had a look round the shop and bought one of the cakes, it was time to board the 15.53 southbound and return to Settle. Maggie had been able to re-park the car and visit the Naked Man cafe by the time that we reached Settle; mission accomplished.

For the information of other disabled people contemplating a visit to the S&C, I have very limited use of my left hand and arm, plus considerable muscle wastage of my left leg. Northern Rail's disabled help line is : 0808 1561 606.

In conclusion, may I record my thanks to Northern Rail staff who helped me on that day; and my special thanks to Bob and Maggie Proctor – without them, my journey would not have been possible.

### **Roger Tardif**

*(Editor's Note: Roger was a frequent contributor to this magazine and regularly visited FoSCL AGMs, Guided Walks etc – travelling from his home in Nottingham. It is good to record that he is able to visit the line once more).*

### **A Test Run on the S&C**

I have turned up details of a test run at 75mph. on 14th November 1990 which may interest readers.

The train consisted of a Class 47 with 2 special track testing coaches and 3 extra coaches to provide adequate brake force. We ran from Carlisle to Hellifield, 76.75 miles start to stop in 74min. with the usual 30mph. restrictions at Kirkby Thore, Dent and Blea Moor/Ribblehead, plus another 30 TSR for condition of track at Settle Jcn. There was sustained running at 75mph.(actual max. of 77) wherever possible, with steady climb from Kirkby Stephen to Ais Gill at 70/65 and easing round the curve at Garsdale to 61mph.

On the return run 69min. was achieved from Hellifield to a signal stop at Petheril Bridge Jcn.76.25 miles. The climb to Blea Moor was faster than to Ais Gill, with sustained 70/72mph.from Horton to Selside after a 30TSR for a weak culvert at Stainforth. The then-standard PSR applied as southbound, but the easing at Garsdale was to 65mph. Most memorable was the sound of all the alarms going off at the same time as we rounded the curve at Smardale at 78mph., the max. speed of the entire trip!

I knew the District Engineer at Preston through working with him at Newport earlier, and was privileged to be invited on the test, which was to explore the potential of a DMU-only line with 75mph. profile. My former colleague was furious when we passed a trial train of freight vehicles, organised by someone else without his knowledge!

After nearly 10 years on from the test, I believe a potential journey time of 65min. Carlisle to Hellifield is realistic, with further improvement at 75mph. on to Skipton, having regard to the removal of TSR at Kirkby Thore and easing of the others, as per Stan Hall, etc.

**Ken Shingleton**

**Correspondence from the Midland  
Railway to Mr Thomas Crossley,  
Stationmaster of Dent**

*(Mr Crossley was the paternal great-grandfather of Revd. Canon Beth Smith of High Hesket, Carlisle and she has kindly sent copies of these letters to us. We are grateful to Revd. Canon Beth Smith for this fascinating insight into day to day life at Dent station soon after the S&C opened to passengers. All spelling and punctuation are as the original.)*

Letter from Midland Railway, Office of the Superintendent of the Line, Derby dated April 5, 1881. to Mr Crossley, Dent:

Dear Sir  
Telegraph Communication  
Stopped at Dent on 19th Feb

I am glad to find you and porter Graham rendered good service in exceptionally severe weather, to the Linesman who was engaged in repairing the telegraph wires which had broken down during the storm. There is no doubt that the assistance you and Graham afforded resulted in the telegraph communications being restored much sooner that it otherwise would have been, and the General Manager has sanctioned your being presented with gratuity of 20/- and Graham with one of 10/-.

I shall enter the amount for you on this month's salary list and you may enter Graham's on your next pay bill, quoting reference hereto as your authority  
Yours truly  
E.M Needham

Letter from Midland Railway, Office of the Superintendent of the Line, Derby dated Dec 19, 1882 to Mr Crossley, Dent:

Dear Sir  
Snow Storm  
I am glad to find that you and your wife did

all you possibly could for the comfort of the passengers who were delayed by the snow storm, and it was gratifying to hear the accounts of your exertions. I am very pleased with what you did, and have pleasure in sending you a cheque for £5, – £3 in payment of the enclosed account and £2 as a gratuity for yourself and your wife.

Please acknowledge and return the account received.

I shall record the circumstances in your pedigree.  
Yours truly,  
E. M. Needham

Letter from Midland Railway, Office of the Superintendent of the Line, Derby dated Feb 3rd, 1883 to Mr Crossley, Dent:

Dear Sir  
Recent Storm

My Inspector has some few days since brought under my notice the hearty and ready assistance which you had given in rectifying some break of wires on the Dent Viaduct and it afforded me very considerable pleasure in bringing the matter before Mr Needham's notice. It appears, however, that you have been so fortunate to receive some recognition of your services in another direction hence, the present occasion could not be made one for a further recognition. I, however, send you Mr Needham's letter to read which will, I am sure, be as gratifying to yourself as to others who are acquainted with you.

I must ask you to be kind enough to return Mr Needham's letter.

Yours faithfully,  
W. Langdon



### Historical Photographs

*In forthcoming issues of this magazine, we hope to provide a series of historical photographs of scenes on the S&C and related railways.*

*This photo is of a group of railway workers taken at an unknown location on the S&C in the late nineteenth century; the background is typical S&C! It is from the **Doyle Family Collection** and its owners are very keen to hear from anybody who may be able to identify any of the men depicted. If you think that you can help, please contact the Editor.*

### 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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## BOOK REVIEW

**Batty Green** by Dennis Brickles  
 London: Janus Publishing, 2009  
 ISBN 978-1-85756-725-0

**A**t 336 pages this is by far the most substantial novel I have come across about the building of the Ribbleshead Viaduct in the 1870s. The author combines his fictional plot with many sections about the actual building process and he deserves credit for having clearly done a lot of good research into what went on at Ribbleshead that decade, including the unpleasant aspects such as smallpox and accidents leading to many funerals nearby at the church in Chapel-le-Dale. Thus we get a picture of events underpinning the story of life on a nearby farm interacting with the shanty towns at the viaduct one of which, Batty Green, gives the book its title, and was the name given to the first station at Ribbleshead. The book is essentially about the first two years of building the viaduct and the Blea Moor Tunnel, from Spring 1870 to Spring 1872.

Emily, mid-twenties and wife of George, but still childless is the central character, in a less than happy marriage. But she is amazingly successful as an entrepreneur taking in lodgers to make their farm almost a small hotel; selling milk, eggs and meat to the shanty dwellers; and even establishing a flourishing shop open all week up in Batty Green a mile or more away in the era of slow horse and cart transport. She craves for more love than George can offer and eventually finds it in a couple of brief dalliances.

In the final chapters she is at last pregnant but relations with George hit rock bottom and we readers never know for sure who fathered that first child (though its name gives a hint of one of the favourites on the very short list of contenders). At the very end, in the chapter describing the arrival of the very first passenger train at Batty Green station in 1876 we find that another child

had arrived later and her reconciliation with George makes him surely the father?

Though it's a good interesting story, this is not always an easy read. A few too many characters and side-plots test the reader's memory. Emily herself sometimes seems a bit too clever for a farmer's wife and more like an educated middle-class young woman than a simple country lass. The descriptive material at times is a bit like a Joanna Trollope 'Aga-saga' piece (i.e. it's a bit 'stilted'). But the dialect research does throw up some archaic phrases which give a picture of the time. And the basic story of what would happen to Emily maintained my interest to the very end.

In short a novel worth reading by anyone interested in the history of England's best-known railway.

**Bruce Wood, Secretary: the Settle and Carlisle Railway Trust.**

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## **Journey on the 0950 to Carlisle on 7th January, 2010.**

The air was crisp, cold and intoxicating, as John and I waited for the train to arrive. There were quite a few of us as we huddled together on the platform, including Mavis and Eric Stanley. I'm sure everyone knows Eric. Apart from being an On Line Guide, we have to thank him for making up the lovely flower beds and hanging baskets each Summer. The train arrived 10 minutes late, but nobody was bothered. The sun shone down and we were all in a good mood.

A thick fall of snow had fallen overnight, transforming everything into a thing of beauty. When the train approached Stainforth Tunnel, all the flooded waters had turned into icicles and inside, there were even more to see. Hanging down from the roof, they looked like giant daggers, made out of glass.

Beyond Horton, the Show began. It was as though everyone's Christmas lights had been switched on. The icy particles on the snow, twinkled and flashed as the sun shone down. The faster the train sped, the more the snow sparkled, looking like a million glittering diamonds. What a breathtaking sight. The shake holes at Ribbleshead took on a new image, making them look like perfect rings of swirly white chocolates. The snow had draped itself round the Three Peaks, enhancing their magnificence. There were so many fields of virgin snow and one or two with footprints of rabbits and deer. I noticed some bales of hay, wrapped in black plastic, had taken on a different appearance. As snow had formed round each bale, it made them look like huge art exhibit in a Sculpture Park.

After leaving Dent Station and coming through Rise Hill Tunnel, a forest of pine trees came into sight, each branch laden down with the snow. It looked like a scene from the Swiss Alps. At Garsdale, Ruswarp was covered in snow. You could just imagine that he was trekking through it, faithfully

alongside his master. We reached Appleby. Suddenly the shimmering lights went out. The sun had disappeared. The sparkle had gone. As the mood changed, we passed Silver Birch trees, looking tall and spindly in a small forest. Other trees nearby were covered in a hoar frost, which made them look surreal in the dimness.

Our destination approached. As we alighted from the train, a cold, icy blast of Carlisle air took our breath away.

Our magical journey was over.

**Sandra Fox**

## **Success**

RB Cunninghame-Graham was an MP and prolific author. His short story 'Success' was published in 1902. It tells of a dying man's journey from Euston, up the west coast line in a vain attempt to get home to die in Moffat. The journey takes him and his companions via Rugby, Lancaster & Shap to Penrith, where they stopped, but did not seemingly change trains. The narrative goes: 'They stopped at Penrith... Little Salkeld and Armathwaite, Cotehill and Scotby all rushed past and the train, slackening, stopped with a jerk upon the platform at Carlisle'

The author seems to have jumped sideways onto the S&C for some reason. Would such a rail journey have been possible even in 1902 – or any when else? Discuss.

## **More From an On-train Guide**

Today I was talking to a guy from Houston, Texas who was asking sensible questions.

"What's a fell?" It's a hill.

So far so good. "Why do so many sheep have coloured marks on them?"

I was about to explain that they were probably ewes that had been tuppied, but thought better of it. I simply said that the farmer had probably dosed them against a particular illness and had sprayed them with a particular colour so that he/she knew which ones had been dosed. Well, it could be true...

## The Way We Were Then

*What FoSCL was saying in February 1990, 1995, 2000 and 2005*

**February 1990:** Patronage during the preceding winter months had not lived up to expectations and Chairman Brian Sutcliffe noted that, with a reduced PSO grant to British Rail, the only way to sustain and improve services on the line was to encourage more people to use the trains. For reasons unknown, suggestions from FoSCLA that special fare incentives should be used were being discounted. Rumours and speculation abounded about the future of the Warcop branch from Appleby; potential purchasers were known to exist but unforeseen technical difficulties meant that there was a long timescale to the purchase process. On the credit side, plans were being formulated for repair work on both Ribblehead and Dent Head Viaducts. And BR London Midland Region had appointed a dedicated Project Manager – Geoff Bounds – for the line.

**February 1995:** Chairman Michael Owen was concerned by the difficulties caused by BR management being broken up into “profit centres” in preparation for a ‘sell-off’ of eight shadow train operating companies to the private sector. This was to take place in the summer of 1995. The Waiting Shelter programme was going ahead with contracts being let out to refurbish the shelters at both Horton and Dent stations in their original Midland style. This was to cost approximately £62,000. The magazine recorded that the celebrated railway author Oswald Stevens (OS) Nock had died the previous September 21st at the age of 89.

There were to be several promotions in order to encourage people to travel on the line again, following recent disruption due to industrial action.

Membership Secretary Roy Dixon reported that there were 3414 members including 77 Life Members.

**February 2000:** Brian Sutcliffe announced that, with the completion of projects which he had wanted to see to fruition, he had stood down as Chairman. Philip Johnston had been appointed Acting Chairman to serve until the 2000 AGM. The final project on which Brian had worked was the provision of a footbridge for Kirkby Stephen station. This was a genuine Midland Railway bridge which had been displaced at Guiseley station by the fact that electrification work required the installation of a higher bridge. It had been delivered to Kirkby Stephen on 26th November 1999.

In the Railtrack Awards for 1999, Tim Parker had been named ‘Station Employee of the year’ and, not to be outdone, Bob Parmley at Appleby had collected the ‘Most Passenger Friendly Station’ award.

**February 2005:** Northern Rail had taken over the S&C franchise from Arriva Trains Northern on December 13th 2004. The S&C had been given a Special Award in the National Railway Heritage Awards held on December 7th, 2004. Worrying developments were that a draft Railways Bill was making its way through a Parliamentary Standing Committee. This would abolish the SRA (Strategic Rail Authority) with its powers transferring to the DfT (Department for Transport). Resulting from this, the Regional Rail Passengers’ committees were to be abolished and replaced by a London based Central Rail Passenger’s Council. There were to be revised closure proceedings, termed ‘Network Modifications etc’ which would shorten the timeline of a rail closure process by approximately half, remove the right of a public hearing and vest decision making into an unelected body – the Office of Rail Regulation.

Membership Secretary Peter Davies recorded that there were 3581 members.

## 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.*

### **Snow Clearing Farmer Banned Because of Lack of NVQs!**

As one who takes Church services in our joint parishes-Long Preston, Tosside, Slaidburn I took more than a passing interest in the failure to clear recent snowfalls on the all-important rural roads of our area, but all was revealed almost immediately after the recent thaw (and well-done, Northern, for services which, by and large, did continue to run.)

A willing farmer who has cleared roads on behalf of Lancashire County Council in the Tosside, Slaidburn and Bentham area for 36 years was forbidden to do so as he lacked National Vocational Qualifications...! until shortly before the recent thaw, Nigel Evans, MP for the Ribble Valley having intervened, just too late.

As one marvels at this County Council ineptitude, my mind moved to the huge amount of cash currently being spent on

bridges and embankments. All the railway bridge guard rails between Hellifield and Settle have been curiously lengthened for reasons not entirely clear; a monumental fence, steps and guard rails have been erected around a staircase near Bridge no.2 at the entrance to Settle, whilst other places have had similar expensive alterations. How often do railway workers use these steps, who specifies the required length of bridge rails, when the originals have been there for a century, how much does all this cost? Being snowbound on the side of a hill in Long Preston has been a novel, and unwelcome, experience. But having recently travelled on a rail system without visible H&S restraints, it does make me wonder whether we have lost our way in this area, especially as- in some European countries- you can be prosecuted for not clearing snow outside your premises. How clear this became was when I recently spent 15 days



*During the recent severe weather, Northern Rail & Network Rail and the train operating companies kept the trains running on the S&C for most of the time.*

*Here, a Northern unit approached Ribblehead viaduct southbound.*

**Photo:  
Rod Metcalfe**

in Java, leading a study tour for The Historical Association, and wrote in two long train journeys for my party.

None of the trappings of H&S were apparent, with low platforms, no safety fences, no automatic barriers at numerous level-crossings. But children did not sit on the track, cattle did not wander and a mighty, bellowing horn gave all and sundry warning of our imminent arrival. Sleeping-car trains are run, "soft-class" accommodation is commodious, air-conditioned and well-served by food-sellers, and a steady speed of 80-90 mph was achieved as we darted across volcanic valleys and whistled through cavernous tunnels. But nowhere could be seen bridge guards or railing, nor the safety paraphernalia of H&S.

Indonesia Railways were well-engineered by the Dutch, when this was the Netherlands East Indies, and survived the Japanese invasion and the war of Independence. Part of our travels did include an 8 hour journey from Bandung to Yogyakarta, and I spent most of this journey on the footplate (vide photos) of an GM motors, Krupps-built behemoth of an engine as we stormed up and down dale, with my

lack of Indonesian concealed by the mighty thump of our diesel locomotive. Much sign language was the norm, and the crew were disappointed that I don't smoke...Indonesian cigarettes contain 20% cloves, and it was three days and three washes, and a haircut, before party- members were no longer able to ascertain my whereabouts by sniffing the air!

But the journey was comfortable, the scenery outstanding, the people overwhelming, with the bonus of safety and efficiency not compromised by our English mindset worry re H&S

**Philip Johnston – by email**

### **2009 Christmas Card**

I feel that I must write to let you know of the universal favourable reaction I received from those to whom I sent a FoSCL 2009 Christmas Card.

I am in the habit of buying Christmas Cards with a railway theme – usually FoSCL, but sometimes from The Railway Children. This year I purchased 50 FoSCL cards – I wish I had purchased more!

My Wife usually insists we buy 50 'normal' (none railway) cards to send to

*Another view of an icicle which formed in Blea Moor Tunnel during the 'big freeze'.*

**Photo:  
Network Rail**



'normal' people (those she judges will find my interest in railways 'sad') – when she saw the FoSCL card she wished we had ordered 100, and then set about sending my cards to her friends! Furthermore, we have received, from recipients of the FoSCL card, the most enthusiastic and appreciative response. It certainly was a fine picture (where did it come from, incidentally?), and it seems to have stirred up happy memories of the past, for a number of our friends (not least because there were no weeds, and no litter, on the line!). I hope that the interest in the card has created some further awareness, and interest in FoSCL.

So, please pass my comments, and thanks, to all those involved in the production, and sale, of the cards, and to the Committee – I await with interest the unveiling of the 2010 FoSCL Christmas Card! Will it beat the 2009 card? I suspect that it will be a hard act to follow, but who knows, given the skills, and resourcefulness of FoSCL!

### **Chris Coxon – by email**

*(Editor's Note: We have received many appreciative comments about the card and have decided to use the image as the first of a series of historic greetings cards. The image comes from the Cumbrian Railways Association Picture Library, Wilson–Mitchell Collection. The Cumbrian Railways Association has been the County's Railway History Group since 1976. For more information visit [www.cumbrianrailwaysassociation.org.uk](http://www.cumbrianrailwaysassociation.org.uk).)*

### **Trains to Glasgow**

Recently on the Cumbrian Railways Association's Internet Chat Group there has been some discussion about the 09:47 Leeds – Carlisle and its return working from Carlisle at 15:03. Originally this train was a through working to Glasgow Central. It was the SRA who decided to cut back these trains to their present forms. At the time of that decision I

was on the RPC for North West England, and we challenged their reasons. At that time it was the only through working from Leeds to Glasgow – now there are a three XC trains running via Edinburgh which take over four hours, i.e. no quicker. The fatuous reasons given for this cancellation were (1) that they were concerned about the possibility of the 158 breaking down over Beattock (it was already a 158 when other S&C trains were 156s), and when we asked how often had this actually happened in the past, they were unable to give an answer. And (2) most fatuous of all – that Scotrail had no expertise in dealing with 158s – should it need to be rescued. We suspected that it was more to do with the SRA's obsession about route capacity on the WCML, but this was denied. However another possible reason for disliking this working was that there was a tight turn-round at Glasgow Central – only about 10 minutes, I think. I expect that this was problematic. As you probably know the approaches to Glasgow Central are difficult. I have never been on a train yet that runs all the way from Motherwell into the platform at Glasgow Central without stopping once or twice on the way, nearly always at Eglinton Street, and often somewhere near Larkfield Junction.

Today, still a reasonable proportion of the passengers on this train are changing at Carlisle for Glasgow, and the connection at Carlisle is quite good. During the winter I am the on-train guide on this train every Tuesday, and about one third of those leaving the train make their way to the bridge to cross to platforms 1/3. This despite the National Rail website recommending travelling on a train at 09:51 from Leeds and changing at Preston (the arrival time in Glasgow is the same).

On the other hand the train sits in Carlisle for almost three hours, the time it used to take to go to Glasgow and back. The stock is put

into the Collier Lane siding. This doesn't seem to be a very efficient use of stock. It would be great if a through Nottingham – Glasgow train could be re-introduced, or even jointly with Scotrail operating via Dumfries – if Beattock is such a problem. After all, Northern and Scotrail already have through trains from Newcastle to Glasgow and Stranraer, although operated by 156s.

**Ian Watson – by email**

### **Only Second best?**

I am delighted to hear of the Settle–Carlisle being rated the second best in the world. It is surprising that the West Highland Line and Kyle of Lochalsh Line are not quoted in the chart. What was their actual position?

The Kyle line was recently mentioned as part of the bizarrely expensive £1002 first class return trip from Newquay. There was plenty of coverage for a ticket no-one would surely buy. Scotrail has a Club 55 ticket allowing return travel from virtually all of Scotland plus Carlisle and Berwick on Tweed to other Scotrail destinations for £15 at December prices. Premier tickets cost £19 return and the small print is on [scotrail.co.uk](http://scotrail.co.uk). Such excellent fares could be better publicised.

Rail lobbyists still have a vital role.

**Graham Lund – by email**

### **Thank You FoSCL!**

Thank you for your continuing efforts to improve the S&C. You are doing a remarkable job – as evidenced by the articles in the latest magazine, which itself is a pleasure to read.

I was intrigued by the comments about the AGM (and no doubt you have spotted the deliberate mistake on page 3). I'm not sure where the "epicentre" of membership of the "Friends" membership might be, but I would be very surprised if it were in the Carlisle area. I would have imagined

somewhere further south. Accepting that trains to Settle are not all that frequent, I did wonder if Keighley might not be a more accessible location for many – including those from the deep south like me – and it has some additional interest in the shape of the K&WVR which might encourage attendance. Just for comparison, the return rail fare for me for a day trip to Keighley would be about £40, whereas to Carlisle it is £70 – and a much longer journey time. I think I shall be offering my apologies.

You may wonder why a "southerner" has an interest in the S&C: the answer is that I am not. My father was signalman at Helwith Bridge at the time of my birth (in my Aunt's house at Scaleber Cottage – top of Albert Hill) and he had worked the various boxes from Helwith Bridge up to Dent Head at various times (travelling by push-bike, of course!). In fact, one of my earliest memories – at the age of 3 in 1949 – was of going (on my own) from our house at the end of the "new" houses terrace in Helwith Bridge, alongside the river, under the railway bridge and quarter of a mile along the trackside to see Dad in the box. I wonder what our big brother masters would make of that today? I would be in care, my elder siblings fostered out, father dismissed and jailed and mother given counselling on caring for children! All part of life's rich tapestry.

Although we left Helwith Bridge in 1950 (Dad took a signalling job in the Leeds – Shipley area) family interest in the S&C continued through my cousin (by marriage) Albert Lawson who was on the footplate for all his working life (he died last year; his widow – my actual cousin – lives in Cammock Lane).

**Dr Ian Harrison – by email**

Although I have been a member for some years I had not been up to the line for a long time but recently visited the stations at the

southern end. I was enormously impressed with what has been achieved – Settle, Horton and Ribbleshead all look absolutely superb and are a huge credit to everyone involved. And what a wonderful location Ribbleshead is! As someone who has been involved in rail campaigning around London for many years I am pleased with the successes we have notched up down here – but what you have done up there is in a class of its own. Brilliant – all best wishes and keep it up.

### **Graham Larkbey – by email**

I thought that the colour photographs in the centre spread of the November 2009 magazine were of a very high standard. In particular the photograph by Andrew Dennison of the 'Royal Scot' was spectacular and well balanced.

This particular photograph evoked a few memories for me. In 1964 I was a young 20 year old fireman in the 'number 2 freight link' at Saltley in Birmingham. We had a couple of 'lodging turns' to Carlisle, which unfortunately for me, were then being slowly 'dieselised'. However, we had a night

turn from Carlisle to Washwood Heath, which was still steam hauled.

We had various locomotives but one night we had a Royal Scot. It was fresh out of overhaul at Crewe works and was in superb condition and still being 'run in'. It steamed and ran well and was one of my best trips with a steam engine. My only disappointment was being 'put inside' on the climb to Appleby to allow the Scotch Night Sleeper to pass. We could have easily run ahead and kept its path clear.

I remember that when we got to Derby a passenger train was close behind us. We negotiated with the signalman assuring him that if he let us go, we would not affect the passenger train. We were as good as our word and were well down the 'permissive block' at Water Orton before the passenger train passed us. I am sure that we exceeded the 50mph limit that affected freight trains at that time.

This particular engine did contrast greatly with what we were working with on a daily basis but did show me what an engine in good condition was capable of.

### **Ray Sharratt – by email**



*PS: A picture of a more mundane operation when I was allowed to drive an Ivatt class 2, 46447 on a local trip working.*

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Rear Cover Photos:

Top: Sunset at Long Meg

Lower: Sunset on Ingleborough

Photo: Chris Dyson

Photo: Richard Morris

