



Friends of the Settle-Carlisle Line

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Renewing the S & C



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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Committee

Mark Rand (Chairman) mark.rand@settle-carlisle.com; **Douglas Hodgins** (Vice Chairman & Stations Co-ordinator) douglas.hodgins@settle-carlisle.com; **Richard Morris** (Secretary) richard.morris@settle-carlisle.com

Stephen Way (Treasurer) stephen.way@settle-carlisle.com; **Peter Davies** (Membership Secretary) peter.davies@settle-carlisle.com; **Andrew Griffiths** (Public Relations Officer)

andrew.griffiths@settle-carlisle.com; **Ruth Evans** (Volunteers Co-ordinator) ruth.evans@settle-carlisle.com;

John Johnson (Armathwaite signalbox representative) john.johnson@settle-carlisle.com;

Paul Kampen (Editor) paul.kampen@settle-carlisle.com; **Rod Metcalfe** (On-train Guides Co-ordinator)

rod.metcalfe@settle-carlisle.com; **Pat Rand** (Trading Manager and Settle Shop Manager)

pat.rand@settle-carlisle.com ; **Pete Shaw** (Vice President) Telephone 01274 590453;

Nigel Ward (Hon Solicitor) nigel.ward@settle-carlisle.com

Postal Addresses

Secretarial Enquiries: Richard Morris – 10 Mill Brow, Armathwaite, Carlisle CA4 9PJ

Hard Copy for the Magazine and General Postal Enquiries: Paul Kampen - 74 Springfield Road, Baildon, Shipley, W. Yorks BD17 5LX

Enquiries about Membership: Peter Davies - 5 Dewhurst Road, Brighouse, W. Yorks HD6 4BA

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

Enquiries about the FoSCL Appleby Shop: - Kath Smith, 2 Betsy Lane, Temple Sowerby, Penrith, Cumbria CA10 1SF

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.*

Other FoSCL Contacts

FoSCL website: www.foscl.org.uk; **FoSCL webshop:** www.foscl.co.uk

David Singleton (**Guided Walks Co-ordinator**): david.singleton@settle-carlisle.com

Nigel Mussett (**Archivist, Historian and Librarian**): mussett@dsl.pipex.com

Other Useful Contacts

FoSCL Public Relations Officer: andrew.griffiths@settle-carlisle.com

Settle-Carlisle Partnership Website: www.settle-carlisle.co.uk

Northern Rail: Customer.relations@northernrail.org or telephone: 0845 000 0125

Group Bookings: grouptravel@settle-carlisle.co.uk

Steam Train Running: www.uksteam.info

NEXT MAGAZINE: Copy date for the May 2011 magazine will be Friday 22nd 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. 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.

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Chairman's Report

FoSCL Chairman Mark Rand writes:

Five years ago FoSCL set out its 'Five Year Vision' for the S&C. We did this because we thought it important to state how we then saw the line developing. It followed an exercise where we canvassed members' ideas and concerns by means of a questionnaire which produced a very high rate of return. There were eleven items on our wish-list for the line in the Five Year term. The wish list was ridiculed by some as being fanciful, over-ambitious – even comical. In fact almost all of the things on our wish list have happened, or are on the verge of happening.

That was five years ago. We now need to repeat the exercise, or something like it. However, we are in a new situation for several reasons:

1. We now have what amounts to a brand new Settle–Carlisle Line, with new track, signalling and so forth
2. A great deal of planning is going on in the railway industry, but the sights are now set in the much longer term than just five years.
3. We are in changed economic and political circumstances
4. Technology has moved on and we can consult our members much more easily via the internet

I invite members to record their ideas, no matter how ambitious or far fetched, about how they see the line developing in the twenty or thirty year term. Just be careful what you wish for – it might actually happen! Our members' web forum at www.foscl.org.uk is an obvious means of doing this. (If you have any problems logging in, send us an email from the Contact Us tab).

ooOOOo

One of the things on our emerging wish-list is what we are calling the ambience on the trains using the S&C. That rather clumsy word ambience is deliberately vague. It hints at the overall experience of journeying on the S&C. We know from chatting to passengers that many of them are doing the journey for its own sake, perhaps for the first and only time in their lives. They come, sometimes from the other side of the world, to experience this world famous trip that they have heard or read so much about. Most times everything works out well and people enjoy it immensely. The scenery is God-given but sometimes is shrouded in mist. That is bad luck but there is always tomorrow. We cannot influence the weather but we (Northern, FoSCL and the S&C Development Company) try jolly hard to make the journey something special in those ways that mankind can influence. Nowhere else on the Northern network will you find a trolley service, on-train guides, commentaries and some amazing fare deals designed to lure you there in the first place and to make the trip enjoyable. The on-train experience is something that the government has said will be a big factor when allocating new franchises so it is important at that level too.

What then can let the thing down? As so often it is the human element that makes or mars the day. Northern have in existence a policy document on how staff are expected to behave

Please do not forget to read the membership information on the gold message card sent with this mailing – you may be due to renew your membership at this time.

towards passengers. In a nutshell it says that the Customer is King. That is OK if the customer is well behaved and appreciative. On this railway above most others the customers are generally very well behaved and appreciative. Most of Northern's conductors, drivers and station staff are absolute stars but a small minority are not. For the few, the customer appears to be some sort of inconvenience, with volunteers somewhere below that. It is an awful shame and it puts at risk the tremendous efforts of the majority, whether paid or unpaid. Ambience, a clumsy word it may be, is important.

ooOOOo

My last Chairmaniactal letter, in which I said that it was time for me to hand over to somebody else, actually provoked some responses – all of them very supportive and a joy to receive. Thank you. Nobody actually volunteered to take the job on though. I am delighted to say that secretary Richard Morris has decided to stand – see elsewhere in the magazine. I have enjoyed being Chairman at an interesting time in the line's history. I know that the momentum that has been generated through working in partnership with the rail industry is set to continue. I shall continue to do what I can to keep that process going.

ooOOOo

If I was in any doubt about the challenges in 2011 that might make continuing as Chairman difficult they were resolved recently when an eight man team from Channel 4's *Restoration Man* spent two days filming the start of a year's work at the Settle station water tower. It was exhausting and was an extra dimension to what was always going to be quite a project. See elsewhere in the magazine for an update on what is happening.

ooOOOo

On recent trains I have met people travelling from London to Glasgow who are deliberately choosing to change at Leeds onto the Settle–Carlisle route. I met and spoke to two such groups on one train. Both had family in Scotland and the south of England so did the Glasgow / London trip often. They had worked out for themselves that London – Leeds – Carlisle – Glasgow would be a very interesting and 'different' journey. Incidentally, it did not disappoint! The one journey / three TOCs / variety of it was part of the appeal.

ooOOOo

Our weather stations at Ribbleshead and Kirkby Stephen record some remarkable figures from time to time. Ribbleshead's strongest gust was on 4th February 2011 at 71mph. If only the trains were allowed to go that fast.

ooOOOo

I was up at Ribbleshead one morning helping Tony Beckwith with some jobs. I inadvertently left my prized socket set, either in the station or on a platform bench when the 1315 southbound train came. I soon realised it was missing so I phoned David Sampson who was by then at Carlisle with his trolley and asked if the conductor of the 1400 from Carlisle could check at Ribbleshead on the off-chance that the socket set was there (knowing that David himself would get off at Appleby). Lo and behold when the 1400 got to Settle at 1530 I was reunited with my socket set, courtesy of the conductor and trolley Andrew. Grateful thanks to all. A trivial but nice example of how things work here.

Right: As Managing Director of Northern, Heidi Mottram was a terrific supporter of the S&C, as is her successor Ian Bevan. On her move to become Chief Executive Officer of Northumbrian Water FoSCL presented her with an inscribed picture by Andrew Griffiths of a Northern train battling through the winter fells.

Editorial

I must start this issue of the FoSCL magazine by donning sackcloth and ashes and then continue with liberal use of the 'S word'. The AGM notice in the last issue contained a serious error in that the date was wrong. The responsibility for this is mine and mine alone. I did offer my resignation to the committee but nobody seemed inclined to accept it. So I am still here as your Editor to offer a sincere apology – especially to anyone who has been inconvenienced. In addition, my thanks go to those who realised that the date given could not be correct and contacted us to query it.

Just to avoid any further confusion the **correct** date is that given in the August 2010 magazine – Saturday April 16th in the Victoria Hall, Settle, to commence at 1.00.

A couple of people have contacted the new web forum with ideas on how we can improve our service to members through the magazine. We will take these comments very seriously but it must be pointed out that FoSCL has a membership of well over 3,000 people who have very disparate interests in the S&C. We are not a railway-buff's organisation – nor are we an adjunct to the tourist boards. But, we do have responsibilities towards the enthusiasts amongst our membership, the walkers, the public transport campaigners, lovers of the Yorkshire Dales and so on.

There must also be free speech in the magazine – up to a point. But when members, however well intentioned, want to promote concepts that include serious errors of fact, we do sometimes have to point this out as to not do so runs the risk of being taken less seriously by those "in the know".

And the editor's decision on what to include must be final. In particular we cannot allow people to repeat themselves *ad infinitum* through our pages. But please always get in touch if you are not happy with the content of the journal and I will try to either change my approach or justify my position. It is the members' magazine – not my personal fiefdom!

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



FoSCL NOTES

AGM Notice

The 2011 AGM of FoSCL will be held on

Saturday 16th April 2011

at the Victoria Hall – Settle

*(Please note that this is not the date given in error in the
November magazine)*

Registration from 12.30

The meeting will commence at 1.00

There will also be a Special General Meeting to discuss constitutional
amendments – this will commence as soon as the AGM closes.

An agenda paper for both meetings is enclosed with this magazine together
with the minutes of the 2010 AGM.

Please bring this agenda with you to the meeting as you will need it in order
to vote. *No further copies will be made available.*

The Chairman's and Treasurer's reports will be posted on the FoSCL
website: www.foscl.org.uk approximately two weeks before the AGM.

Hard copies will be available prior to the meeting.

Questions may be asked by email to: richard.morris@settle-carlisle.com
or from the floor at the meeting.

At the close of formal business there will be a showing of the new DVD
Settle-Carlisle – The Four Seasons by kind permission of Telerail.

We look forward to meeting you all then.

Richard Morris – Secretary

Committee Nominations

The deadline for receipt of nominations to the FoSCL Committee was 7th January. Notwithstanding Mark Rand's suggestion, in the November magazine, that members

might like to have a go at the Chairman's job, no nominations from outside the current Committee were received. Mark was prepared to continue for a further year if there was no alternative.

However, it is by now probably common knowledge that he and Pat have purchased Settle Station Water Tower in order to restore it to its former glory and, at the same time, convert it into a dwelling; a project which the FoSCL Committee have wholeheartedly endorsed. Like any building project, this will quite possibly take longer and require more effort than planned and it was generally felt to be unfair that he should have to divide his time between this and the Chairman's role, which will doubtless become increasingly onerous as the Northern franchise renewal date approaches.

We were thus faced with finding officers (Chairman, Treasurer and Secretary) who have to be elected by the AGM each year, from within the current committee. It will come as no surprise that there are no contested elections, either for officers or committee places. Stephen Way has been nominated for re-election as Treasurer. There were at least three people who could have filled the Chairman's role but, without going into the detailed logic, events seemed to be pushing me into standing as Chairman and I have agreed to give it a go for a year at least, probably a maximum of three years. This leaves a vacancy for Secretary, which Paul Kampen has agreed to fill. Mark will remain on the Committee and still has a vital role to play, not least because during his five years as Chairman he has built up an invaluable network of contacts within the rail industry.

You may be wondering about the credentials of the two new officers. I have been on the FoSCL Committee since 2006, first as On Train Guides Co-ordinator and then since October 2008 as Secretary. The Secretary's job gives you an unparalleled insight into how the organisation works, indeed sometimes you feel you're running it behind the scenes! A good apprenticeship. I have chaired committees before, notably the Liberal Democrats in Solihull, thereby I

hope acquiring some useful political skills. My background is in the IT industry so, while Secretary, I was also eased into the role of FoSCL's webmaster: this has not been trivial, indeed in the last two years we have launched a new online shop and our own FoSCL web site. Both projects are now fortunately complete and require relatively little ongoing admin.

Paul will be well known to everyone as FoSCL magazine editor; indeed he's been doing this job superbly well and without complaining for nearly twenty years! Less well-known is all the other work he undertakes for FoSCL behind the scenes: he plays a key role in the shops, Settle, Appleby and online, and we all take his advice on what products should be stocked. His knowledge of Health and Safety has been put to good use on our recently formed sub-committee. He is one of our Ribbleshead 'Shanty Town Walk' guides and has an encyclopaedic knowledge of FoSCL's history and railway matters in general. This he puts to good use in dealing with emails and phone calls from members and the general public and his replies are invariably diplomatic! In short, he's doing half the Secretary's job already – I've had relatively little correspondence to deal with in my time in the role. Although he describes himself as semi-retired, he is of course a professional and well respected horn player and teacher in his spare time.

I hope this gives those planning to attend the AGM some idea of the idiosyncracies of the proposed two new officers and that you will nonetheless vote for us. I'm sure I speak for Paul as well when I say that we're looking forward to doing our best for the UK's largest rail support/user group and England's most scenic railway.

**Richard Morris –
FoSCL Secretary and Webmaster**

Christmas Events

FoSCL Christmas Lunch – Saturday December 4th 2010

For the 2010 lunch we were pleased to visit the Falcon Manor Hotel, Settle, after an absence of several years. FoSCL's Volunteers' Co-ordinator, Ruth Evans, had organised the event with her usual thoroughness and efficiency; a full house was expected.

However, the weekend came during a period of severe weather with travel by road and rail (but not the S&C!) disrupted. Despite this, there were surprisingly few cancellations with visitors from many parts of the UK including Gloucestershire and Northern Scotland. The service, food and atmosphere at the Falcon Manor were superb – a great credit to all.

Our guest speaker was Stanley Hall, now a local resident and onetime member of the British Railways Board. He is a noted authority on railway safety and accidents so it was no surprise that one of the many topics in his speech was the Hawes Junction Railway accident of 1910 which we were to commemorate the following day. Those who know the details of the accident were intrigued by the comments which he made regarding the reason for the light engines' slow departure from Hawes Junction (possibly the crews wished to arrive late into Carlisle in order to earn some welcome overtime for Christmas).

I am sure that I was not the only person moved by Mr Hall's description of a visit which he, then a young railway official, made to Garsdale station as part of his duties. He was invited into the home of one of the station staff who was about to retire after spending his entire career at this remote location. A large cake was on the dining table of the neatly kept house as the railwayman's wife made Mr Hall welcome – addressing him politely as 'Mr Hall'. Just a little glimpse of the old-fashioned courtesy which we lack today.

Other topics covered were Mr Hall's time as a walks leader for the 'Dalesrail' services and, of course, the long period when the S&C was under threat. He made it clear that there was no deliberate attempt to run down the S&C; there was simply no money in the kitty to pay for maintenance – hence the sorry state that the line found itself in the 1970s. It was also made clear to us that the S&C was to some extent a sacrificial lamb when the BRB, under the leadership of Sir Peter Parker, was fighting the possibility of very severe cuts indeed to the railway system. Altogether a fascinating talk.

We were very saddened to hear of the death of Mrs Hall (who was present at the occasion) exactly a week later. We send our condolences to Mr Hall.

Paul A. Kampen

Open Day at Settle Station – Saturday December 11th 2010

Our Settle Open Days have become so much a fixture in the FoSCL calendar that it is a bit difficult to write an original account of them – after all, they never go badly and what better place to have a day out in the run-up to Christmas than Settle?

The team (too many to mention everybody individually), under the leadership of Brenda Moss, did their usual superb job of keeping the customers happy with sherry and mince pies. Michael Davies was kept busy in the shop whilst Eric Stanley and our most-travelled regular volunteer – Rob Gingell from the USA – busied themselves with the innumerable tasks which need doing to make an event like this run smoothly. One slight novelty was that the live music, provided by four members of the Opera North Horn Club, was performed from the station Information Room. This was good for the players (they stayed near to the heater!) and also for the member of staff on duty in the Booking Office who could hear what the customers were asking for.

As always we thank the station staff at Settle and Northern Rail for allowing us to host this ever-popular event.

Paul A. Kampen

Langwathby Christmas Lunch – Saturday December 18th 2010

The seventh Langwathby Christmas Lunch which took place at the Brief Encounter restaurant was again a great success. It was fully booked although some guests could not make it due to the severe weather.

The meal and service were again excellent and thanks go to Gordon Edgar and his staff for a great day out. Thanks go again to Gordon for the hamper which was First Prize in the quiz and for a FoSCL Christmas cake which we all enjoyed.

The quiz was won by Gordon Allen and the runners up were Nigel Mussett, Brian Harrison and Andrew & Rachel Griffiths.

One of the many questions got no answer: "Baron Wood Numbers 1 & 2 Tunnels are very close together – why not just build one tunnel?" I got some suggestions but does anyone really know?

Answers to me at : 14 Scotby Close, Carlisle, Cumbria, CA1 2XG.

Phone: 01228 593943

Mobile: 0775 959 3224

John Johnson

Barry Dolphin

On behalf of the FoSCL Committee I would like to thank the family of Barry Dolphin, from Broughton near Preston, for their kind donations in his memory.

Friends of Barry tell me of the many happy hours he spent on the Settle– Carlisle line, especially watching the steam specials.

Stephen Way

Gold Cards

Could members please note that the cost of a FoSCL Gold Card has risen to £13. If members apply for one of the cards using one of the old-style forms, please could they pay £13. A new Gold Card application form in more contemporary style has recently been issued.

Peter Davies – Membership Secretary



Kath Smith
(right) and
Jenny
Thompson with
the special
FoSCL cake.

Photo:
John Johnson

FoSCL Volunteers to the Rescue

Well, not quite. Despite the severe weather in December nobody actually needed rescuing and the train service ran remarkably well throughout.

However, there were days when the line was due to close for essential planned engineering work. On these occasions a bus replacement service is laid on which normally calls at all stations except Dent. In the lead-up to such planned work on 18th and 19th December it was becoming obvious that buses were not going to be able to reach most of the other remote stations either.

This brought the risk of passengers waiting in isolation for trains or buses that were not going to get to them. Northern asked for help in getting this notice posted at the remote stations – urgently. It was e-mailed to us and within minutes we were able to relay it to local FoSCL volunteers who had the notices printed and displayed almost instantly – and removed when they had served their purpose.

'Click'. Job well done.

Ice, then The Rain it Raineth

Technical problems at Ribbleshead meant that our weather station there failed to record the worst of the big freeze. However, it was kicked back into life in time to record 5" (126mm) of rain during Saturday the 15th of January. Our weather station at Kirkby Stephen beat that with 129.3mm. The rain that day, combined with ice melt, caused flooding problems for the line at Blea Moor, Arten Gill and Mallerstang. As last winter, ice in some of the tunnels had caused problems during the big freeze.

Sales Department Christmas Mail Orders

From August 2010 until Christmas, Jimmy Richardson and myself spent every Friday wrapping parcels in reply to your requests. Thanks go to everyone who ordered early and sent good wishes – these we return to you all.

If you still want items from our Christmas list, most are still available and we would be pleased to fulfil your orders as soon as possible.

Kath Smith

Adverse Weather Warning

Saturday 18 and Sunday 19 December

Due to engineering work taking place between Settle and Carlisle on Saturday evening and all day Sunday, trains will be replaced by buses as already advertised.

Severe weather is forecast to affect the route. Should the route be badly affected by ice or snow, the buses will run a reduced service, and will call only at:

Skipton, Gargrave, Hellifield, Long Preston, Settle, Appleby and Carlisle.

(at Gargrave, Hellifield and Long Preston, buses will not call at the station, but will stop on the main road).

Hawes Memorial Service – Sunday December 5th 2010

A welcome respite in the snowy weather enabled many people to attend a moving service in St Margaret's Church, Hawes, on a sunny December afternoon. This Service of Commemoration was held to mark the 100th Anniversary of the Hawes Junction Railway Accident, to honour the twelve people who died and to remember the railway workers involved at that sad time.

The Revd. Ann Chapman, Vicar of Hawes, welcomed us to the church, some visitors being descendants either of victims or of farmers and railway workers who were at the scene of the accident.

The service was conducted by the Revd. Ann Chapman and the Revd. Canon Bill Greetham who, together with FoSCL's Ruth Evans, had organised the service. It commenced with the playing of a tape in which Kit Calvert, a well-known Hawes resident, recalled his memories of the accident and read a poem written by a local poet, John Thwaite. An emotional moment indeed.

Following the inspirational service delicious refreshments were served. It had been intended that the newly refurbished memorial in the churchyard should be rededicated but because of the icy conditions underfoot the dedication was postponed until a later date.

However, the great-grandson of Alfred Sutton, (the signalman working on that tragic Christmas Eve in 1910), visited the memorial along with a small number of people. Peter Sutton, his wife and son laid flowers at the memorial, as had been done by Mr Sutton 100 years before. A fitting end to a very humbling afternoon.

Kay Craven

Below: The severe weather of December 2010 had the advantage of bringing some dramatic and beautiful scenes to the S&C. Below we see a Northern train travelling north at Armathwaite on 8th December. Despite the widespread disruption on the rail network that day, it was only about five minutes late.

Photo: Donald Cameron



FoSCL guided walks' leaflet reaches new heights

Last October, I was fortunate to go on my second "holiday of a lifetime" back to Nepal – to trek in the Annapurna region where I had previously been in 2008.

Two days into our trek we stopped at a teahouse at Chamje where one of our party, Richard, struck up a conversation with two other trekkers, Irvin Dickinson and Lynn Beattie, who it transpired were from Scholes, Leeds. Richard explained that we did most of our walking in Three Peaks country around Ingleborough, Wharfedale and Pen-y-gent. Irvin replied that he had recently travelled on the Settle–Carlisle line from Ribbleshead and had picked up a walks' leaflet which he just happened to have in his rucksack!

We bumped into the couple several times along the route and the photograph below shows Lynn, myself and Irvin with the FoSCL walks' leaflet outside a teahouse in Gunsang at an altitude of 13,175 feet, considerably higher than the Three Peaks combined.

Stephen Way

Getting married on the S&C



Myself, committee member John Johnson, got married to Tracey on Thursday December 9th 2010. All the guests arrived at platform six of Carlisle station at 11.15 for drinks before boarding the 11.51 for Appleby where Tracey and I met, 18 months ago. More drinks and food were served on the train as Nick Jentans, the violinist, played.

We arrived at Appleby station where photos were taken before we went up to the Appleby Manor Hotel for the ceremony.

The violinist played again, wine and food were taken, speeches made; all the guests enjoyed a very memorable day.

The weather was very cold but dry and the scenery from the train was at its wintery best; many thanks go to Virgin trains and Northern Rail for allowing us to do this but, a special thanks to David Sampson and Anne Ridley plus all the team from the Settle–Carlisle Railway Development Company for organising the train journey, transport to the hotel and all that went with it.

The signalbox and station at Armthwaite were decked out with balloons etc., so, a big thank you to Richard and Judy Morris for that.

It just remains for me to say that anything is possible on the S&C so, why not have YOUR wedding, birthday or any other anniversary on the S&C. If it is anything like our wedding, it is well worth the expense.

John Johnson



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 Web Forum

Besides the four magazines per year, the social events and AGM, FoSCL members may now communicate with the committee and each other by using the forum which can be found on the 'members only' section of the FoSCL website: www.foscl.org.uk

This provides instant access to the committee and the whole membership. To take part in the forum, please log on using your membership number as user name and postcode as password. Once logged on you can then set up your own personal password. Several members have posted messages on five topics and here is a flavour of the dialogue:

From Trevor Mason: How right Mark Rand is to say in the latest magazine that it is "pay-back time" in terms of rail services after the infrastructure improvements. It's frankly ridiculous that the first northbound train from Settle on a weekday doesn't run until nearly 10 am – limiting travel and walking options. It's also crazy that the last train from Leeds to anywhere beyond Skipton is the 19.19. I'm also concerned about the lack of progress in getting passenger services reinstated between Hellfield and Clitheroe.

In response, **The Editor** noted that the severe shortage of rolling stock and paths at the Manchester end of the Ribble Valley line had been described by several expert commentators in the magazine and this had an adverse effect on the development of new services – in particular Clitheroe – Carlisle.

The Secretary added: there are a lot of people who would like to see a service between Hellfield and Clitheroe. There is, according to most people in the rail industry, no business case for this. I sat next to a director of Network Rail at an awards ceremony last year and spent some time discussing this with him. In short, the best we can hope for seems to be a possible

extension of the summer Lancashire Dalesrail walkers' specials to include Saturdays as well as Sundays.

This elicited a passionate response from **Mr D. Taylor-Smith** who commented: Our Chairman is right, about the need for a better use of the S&C – it is though a great pity that some members, including committee members, do not share his view; preferring "why nots" and negative "can't do". Vision? The vision in which we all joined into when the S&C was threatened with closure? Maybe our aims are now political, for change BUT we also need a change of attitudes, in Network Rail, local & national politicians and, maybe in reading some comments, in ourselves. IF there is to be a 5 year plan (new,) I would suggest a sub 2 year one where a) the committee decides how to achieve the vision, who can help etc., and, b) crucially, THE question, why are we here? Do we pack up as we have achieved all we can, as Steve Broadbent and some are suggesting (the outcome of their views). Is there a future for our efforts, aims or not. Personally I want an answer to this question of our/any future. I joined for the whole plan, not to be satisfied as some are, with an half way house. (see articles by the Editor etc., elsewhere on the site.)

John Hooson also considered the 'Five year Plan': I don't see why we shouldn't do another 5 Year Plan , but, bearing in mind what has happened to most of the items in the 2007 plan, we should continue to remember , as was stated in the original , very little of what was on that list was within FoSCL's direct gift. I have some ideas for realistically achievable items which might be included in the next plan, should we decide to go-ahead, bearing in mind how difficult it is to see into the future.

The magazine has also been discussed.

Richard Wells comments: I hope you'll accept the following observations on your

magazine and content in the same spirit. It's very parochial! I laud the huge effort of the local active membership in their part in activities that care for and promote the line: impoverished it would be without this! However, you have a wider audience

In the Settle–Carlisle line you have a scenic railway route with an international reputation. Enhancing this reputation is an important creative opportunity and an ongoing public relations task to drive more people annually on to its trains to enjoy the experience. You could argue that this is a job for the PR department of the train operating company, and that's probably true. But I imagine their resources are finite, and their priorities numerous. The Friends provide a valuable communications conduit, which has what the TOC PR team lacks – passion. This isn't about stopping to meet the needs of people who have been members for many years or have a detailed knowledge of the area. It is about ensuring that the members that have less knowledge or experience are also catered for. I wonder whether your response requires a multifaceted approach to communications: an approach that not only provides for local detailed needs, but also gives the more remote members and the wider public stronger, top-level messages that celebrate the route and its environment, enhance their pride in it, and equip them as ambassadors for the route.

In response to this **The Editor** agreed with a lot of the ideas put forward for improving our service to members through the magazine but took issue slightly with the 'parochial' comment,

To this, **Peter Horner** responded: I think it is right that the magazine is not necessarily the main way to reach the public. I do find the magazine interesting and the comments below are intended to help it continue to develop. It is correct that there will be people who live a long way from the magazine, who know a lot about the railway and are interested in changes. However the

correspondent is a new member who is clearly finding aspects of the magazine difficult to engage with. So perhaps rather than focussing on the word "parochial" and the location of readers it is worth reflecting whether the magazine has enough for newer members or members that don't know the railway or area as well as some of the longer members. I did find it difficult to get into the magazine the first few times as the vast majority of items do seem to require prior knowledge to understand.

Here are some suggestions: There could be some self contained features (for example each issue there could be a feature on a particular station or another aspect of the line, which is a sort of introduction to the station – history, location, facilities rather than listing changes) A new reader would therefore learn something about the line and would have an item where there was not an expectation of prior knowledge.)

When mentioning news, reflect on whether there is anything that could be said that would put it in context for less knowledgeable readers. Rather than just reporting the news, explain why it is relevant

When referring back to previous magazines, summarise the argument clearly and don't assume that the reader has the previous issue on hand or has read it.

Final Note from the Editor: These are edited versions of some forum contributions. For the full texts please log on to the website as previously described. Perhaps then you can add your two penn'orth about these or other topics (you can set up a new topic if you wish). In particular, are certain statements in previous magazines 'views' or hard facts which we must face up to? One request though: please do not try to 'have a go' at other members in a personal fashion. And, the forum is not an enthusiasts' blog or news group – the needs of people who want such a web facility are very well catered for elsewhere.

News Notes

Carol Service at Ribblehead

We held the carol service on the 9th December this year in aid of the Save the Children Fund, 12 people (or 11&3/4 as Tony said, as one was a pregnant mother with a toddler) came through the fog and residual snow, but above freezing temperatures, and we raised £29.00 from the late running 17.42.

Pat and Tony Beckwith

Ribblehead Station and Visitor Centre Appeal for Volunteers

The Ribblehead Visitor Centre closed after last October half term with the moving away of the resident caretakers Tony and Pat Beckwith to their new home in Hellifield. The Settle and Carlisle Railway Trust has decided that the Flat at the station is no longer acceptable as a residence for caretakers because of its very cramped accommodation, the lack of privacy and a concern regarding fire safety. Providing resident caretakers at Ribblehead will not therefore be possible until the station master's house becomes available for this purpose.

The Visitor Centre is however a popular attraction and visited by 10,000 people each season, in addition to those using the station as passengers. Some come from miles away to discover first-hand more about the Settle and Carlisle Railway. The Visitor Centre is a valuable adjunct to those who take part in the walking tours of the area; these include school parties, archeological courses and history societies all wishing to learn more about the shanty towns and the way the railway was built and its part in the social life of the country. The Trust has therefore decided to update the visitor centre and reopen it from next Easter if sufficient volunteers can be found to assist with staffing.

The basis of the reopening proposal is as

follows:-

1. The display will be updated by removing the vulnerable small exhibits and reorganising the existing display boards – augmenting them with new boards similar to those at Garsdale. The display will tell the story of the station, viaduct and Blea Moor.

2. The shop will be moved into the flat living room from where tea and coffee will also be served. The flat bedroom will be used for retail storage; the toilet will become a private toilet for those manning the visitor centre.

3. Opening will be on Wednesdays, Thursdays, Fridays and Saturdays plus Bank Holiday Mondays from Easter to the October school half term.

4. Opening hours will be 1030 to 1515 or later if train services permit.

5. Tony and Patricia Beckwith will remain as caretakers of the property and be available to man the visitor centre on an average of two days per week. The requirement for volunteers is to cover the other two days per week.

6. Tony and Patricia Beckwith will be in overall charge of the Visitor Centre including the manning roster and volunteers will work to their requirements.

This therefore is an URGENT PLEA to FoSCL Members: are you willing and able to spare some time as a regular volunteer to assist in manning the visitor centre? The duties will not be onerous and volunteers will be providing valuable support to an established attraction at the main public focus of the Settle to Carlisle Line. A training day is being planned at the visitor centre in order to go through the duties that will be involved.

To express an interest and an indication of the time and commitment you could make please contact Ruth Evans.

Tel: 01729 825454 or by email
RuthEvansLtd@hotmail.com

Appleby Station

Hopefully those of you who have visited Settle station will have noticed some of the improvements which were completed over a year ago now. Those improvements resulted in Settle station scooping two awards – the Best Small Station award from the National Rail Awards and the Accessibility Award from the Railway Heritage Trust in December for improved passenger facilities. The passenger information room has been a great success with Northern and Network Rail taking a keen interest in how the screen and free wi-fi offers a low-cost, efficient and effective solution for informing passengers on train running.

It is now our intention to improve Appleby station. Some of you will have noticed the large plaque at this station announcing proudly 'Best kept small station of the year award 2003' Despite its bucolic charm and its winning status 7–8 years ago, there is some significant work desperately needed on the fabric of the building. There is a serious damp problem, slates missing, rotting woodwork and crumbling stonework. All these factors dramatically affect the long term condition of a building – so this is a project which really has to be completed as soon as possible, whether we pick up awards or not!

Initial estimates from contractors have been received and together with our friends at Network Rail, Railway Heritage Trust, Northern Rail and FoSCL we hope work will get started later in the year. If we can amass sufficient funds we hope Appleby will be given as many facilities for passengers and staff as Settle.

**Marion Armstrong – General Manager,
Settle Carlisle Railway Development
Company**

Bus Links from the S&C

Despite proposed budget cuts by North Yorkshire County Council and other subsidising bodies (the final decisions were

still awaited at the time of writing), the Dales & Bowland Community Interest Company (DBCIC) is delighted to report that there will definitely be a 2011 Summer Sunday Northern Dalesman bus service from Ribbleshead to Hawes and Swaledale. This is thanks to generous funding from FoSCL and Northern so please start planning your trips and walks! Full details will be in the May magazine or see www.dalesbus.org from late April.

Dentdale is accessible every Saturday using the 1020 bus from Dent Station to Dent, Sedbergh and Kendal which connects with the 0849 ex Leeds. A return bus connects with the mid-afternoon train and DBCIC is hoping to provide a later return bus during the Summer (as in 2010). Why not join us for a short guided mostly downhill / flat walk from Dent Station to Dent off the 1049 ex Leeds train on Saturday Feb 19th returning back up the hill on the 1515 bus from Dent? If you are interested please phone or text me on 07754 993483 in advance – come and see what this bus service can offer you!

Monday to Saturday buses from Settle to Kirkby Lonsdale via Austwick, Clapham Village and Ingleton pass Giggleswick Station and there's often a better connection here from Leeds off the Morecambe trains than off the S&C at Settle. Buses stop at the Lane End near the re-opened Craven Arms and return train tickets to Giggleswick and Settle are interavailable.

The Metro Winter DalesBus booklet is still available from most stations and Tourist Information Centres; if you could help us distribute these along the line please give me a ring or e-mail me at:

media@dalesandbowland.com

You can find information on all bus services in the Dales by clicking on: www.dalesbus.org

John Disney

More Radio Masts

The turn-out for a drop in session to discuss proposals by Network Rail was poorly attended due to snowfall. Held at 1,000 feet above sea level, in the icy grip of winter, the warm coal fire at the Ribbleshead Station Inn was very welcome.

Network Rail are re-launching their proposals to install four new radio masts in the Yorkshire Dales National Park, following rejection of their planning application last year.

The previous plan had been to select four new sites at Horton-in-Ribblesdale, Ribbleshead, Dent and Garsdale. Objections to some of these have resulted in a different approach and new masts at Horton, Ribbleshead and Dent are proposed to replace the existing masts. When the old radio system is switched off and the new one comes in, the mast heights will be reduced to 15 metres.

At Garsdale a new radio mast is proposed, near the sidings just to the north of the station. Whilst a sketch map was provided, a grid reference was not, so we do not yet know exactly where the aerial will be.

With regard to the intrusive mast at Ais Gill, Network Rail said that they were willing to spend £100,000 changing the current lattice mast into a monopole mast, but were unwilling to spend the money re-locating it a few hundred yards further north where it would be screened from view.

There is now recognition that the new masts and cabins should be somewhat camouflaged, by painting them.

When the new planning applications are submitted they can be viewed on the YDNPA website.

Pete Shaw

Freight on the Move

Light sleepers living near the line may have had little rest on Tuesday 18th January. Besides the normal daily Northern passenger services the line carried no fewer than 32 freight trains from 0001 to 2359 that day – a record for recent times. Mostly coal, there were two gypsum and two cement trains and a southbound timber besides. It would have been 34 freights but for loading problems at Killoch (East Ayrshire). The Settle–Carlisle line is buzzing.



Pete Shaw (right) at the 'drop-in' session at Ribbleshead station. To the left are Network Rail representatives Chris Murray and Michael Hogg whilst Gordon Hutton inspects the display.

Photo:
Mark Rand

Developments at Carlisle

Work is ongoing at Carlisle to provide the new 'gateway' to the S&C and Tyne Valley line. We are grateful to Jon Ratcliffe of Network Rail for the following information:

What has been undertaken to date :

* Waiting Room on platform 4 (interior) – Decoration virtually complete except for some touching-up on the radiators.

* Entrance to the waiting room on platform 4 – Removal of the existing asphalt has taken place, levels to entrance have been resolved and the tilers are due to be back w/c 24th January for the installation of the tiles. New lighting to be installed.

* Existing seated waiting area – Removal of tiling taken place, seats removed, cladding to the walls under way (slowed by the weather conditions) and re-instatement of terrazzo and minor polishing completed.

* Newly created waiting area – Existing surfacing removed and concrete dwarf walls and floor installed, painting of the OHLE stanchion under way (very weather-dependent) to be followed by the installation of the sign.

Other works:

Painting of hoops, to be prepped and painted, trespassa panelling to be installed on the existing electrical cupboard.

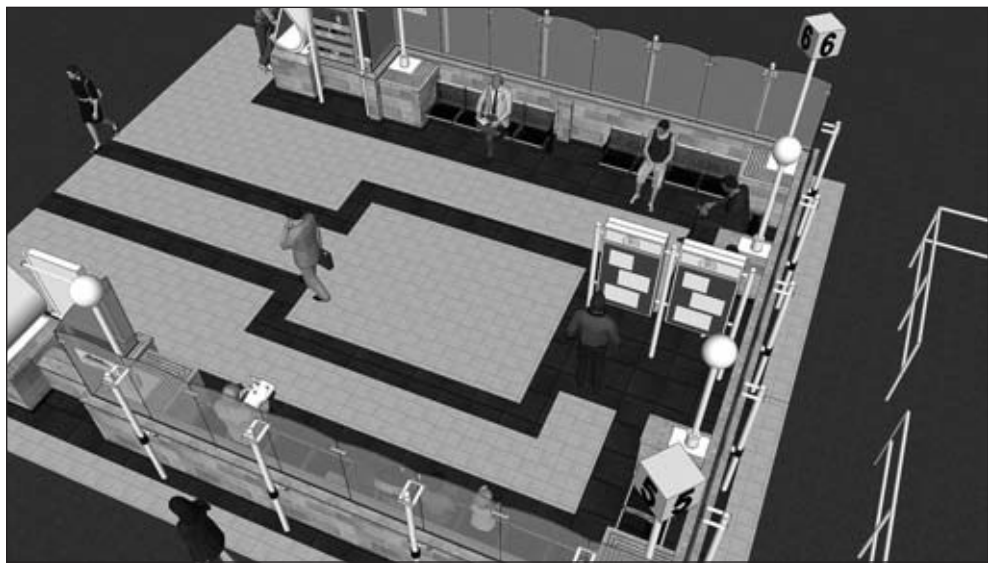
Works programmed for the coming couple of weeks:

- Installation of cappings to waiting area.
- Installation of glazed barrier posts to new waiting area.
- Installation of seating to new and waiting area.
- Installation of lights into waiting room platform 4.
- Installation of lights into electrical cupboard platform 4.

Stop Press: Northern Rail have put in a bid with the DfT to re-instate early morning passenger train services on the S&C from the commencement of the new timetable on Monday May 23rd. See the FoSCL website: www.foscl.org.uk for up-to-date information on this exciting development.

Below: An artist's impression of the new waiting area.

C/O Network Rail



Spring 2011 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 and Sundays from 2nd April until 21st May 2011. These are provisional, as the trains diverted and the timings shown will vary depending on other engineering work taking place across the country.

Saturday Northbound (2nd April – 21st May)

| Train | Hellfield | K Stephen | Carlisle |
|---------------------------------|-----------|-----------|----------|
| 1S51 10:20 Birmingham – Glasgow | 12:51 | 13:36 | 14:24 |
| 1S60 12:20 Birmingham – Glasgow | 14:56 | 15:35 | 16:25 |
| 1S70 14:20 Birmingham – Glasgow | 16:51 | 17:40 | 18:38 |
| 1S80 16:20 Birmingham – Glasgow | 18:56 | 19:56 | 20:45 |

Saturday Southbound (2nd April – 21st May)

| Train | Carlisle | K.Stephen | Hellfield |
|-----------------------------------|----------|-----------|-----------|
| 1M90 10:52 Edinburgh – Euston | 14:18 | 15:02 | 15:44 |
| 1M91 12:52 Edinburgh – Birmingham | 16:09 | 16:54 | 17:39 |
| 1M92 15:24 Glasgow – Birmingham | 17:28 | 18:12 | 18:52 |
| 1M93 16:53 Glasgow – Crewe | 19:30 | 20:14 | 20:54 |

Sunday Northbound (3rd April – 15th May)

| Train | Hellfield | K Stephen | Carlisle |
|-----------------------------------|-----------|-----------|----------|
| 1C35 09:20 Birmingham – Carlisle | 11:52 | 12:31 | 13:20 |
| 1S51 10:20 Birmingham – Edinburgh | 12:52 | 13:31 | 14:20 |
| 1S55 11:20 Birmingham – Glasgow | 13:52 | 14:31 | 15:19 |



Sunday Southbound (3rd April – 15th May)

| Train | Carlisle | K.Stephen | Hellifield |
|---------------------------------|----------|-----------|------------|
| 1M90 09:51 Glasgow – Birmingham | 12:34 | 13:18 | 13:56 |
| 1M91 10:45 Glasgow – Birmingham | 13:24 | 14:08 | 14:48 |

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

David Hunter



Just before he passed away, FoSCL committee member Dr Robin Goodman produced a series of poster boards in Midland Railway style – one for each of the S&C stations. After some years of use at various events, they were beginning to show signs of wear and tear. They were then stored for a time in the S&C Development Company's offices until being refurbished for re-use. The photo shows the one now in place at Kirkby Stephen station.

Photo: Andrew Griffiths.

Classic Vehicle Rally in Kirkby Stephen

The annual rally of buses, lorries, old cars, vans etc., usually takes place over Easter which this year falls on the 23rd and 24th of April. We are unable to get these dates confirmed at the press time so PLEASE CHECK before setting out! It is good fun to be met at the S&C station by a 70-year-old bus and have a ride to the town, or right through to Brough.

Pete Shaw

Left: A Virgin Voyager diverted from the WCML in 2005 traverses Dentdale, with Wold Fell to the rear.

Right: 1948 AEC Regent Three from Morecambe and Heysham Corporation.

Photos: Pete Shaw





Above: 5690 'Leander' crossing Ribbleshead Viaduct with 'The Christmas Fellsman' from Lancaster to



o Carlisle, 27th November 2010. **Photo: Chris Dyson**

Special Traffic Report

| | | |
|---------------|-------------|----------------------------|
| Oct 30th 2010 | 67025 | Kings Cross – Carlisle |
| Nov 15th | HST | Derby – Heaton, test train |
| Nov 20th | HST | Heaton – Derby, test train |
| Nov 27th | 5690 | Lancaster – Carlisle |
| Dec 11th | 47804/47270 | Skegness – Carlisle |

The Ribblehead timber season ended on 18th November with the train worked (unusually) by DRS loco 57009. It is expected to start again in about April.

During the very cold spell before Christmas, problems with icicles in tunnels were tackled using the large independent snow ploughs and two Class 66s. **Pete Shaw**

Diesel Traction Gala Day

October 20th had a Gala atmosphere, with thirteen trains in seven liveries, in three and a half hours at Ribblehead.

Below: 60013 *Robert Boyle* on gypsum empties, in Railfreight two-tone grey..

Right top: 47739 *Robin of Templecombe* on the logs in Ribblehead quarry, in Colas orange, yellow and black.

Right middle: 57309 *Brains* route learning, in Virgin silver and red.

Right lower: 66136 on the Basford infrastructure, in EWS maroon and gold.

Photos: Pete Shaw





Work starts on Station footpath link

After protracted negotiations work is due to start this week on constructing the long-awaited footpath link between Kirkby Stephen town and its rail station. Funded by Cumbria County Council, this is the second and final part of creating an all-weather route for pedestrians and cyclists from the town centre to the station one and a half miles away up the Ash Fell Road.

The first phase, last year, saw a pavement created alongside the busy A685, over the former Stainmore Railway at the site of Kirkby Stephen East station to Victoria Park. Now the link across the fields from Halfpenny House to the station approach road will be constructed, from a material that will provide a hard surface whatever the weather. Similar pathing

materials such as used on the 'Viaducts Walk' between Stenkrith and Hartley around the edge of Kirkby Stephen have proved a great success.

Andrew Griffiths, who with his wife Rachel are caretakers of Kirkby Stephen station, said *"This is great news both for residents who want to let the train take the strain, and for the many visitors who arrive by rail and are left wondering how to get down into town. Until now, since the local bus was axed, they had either to take their lives into their hands and walk down the main road, or squelch through muddy fields. Not much of a welcome to Kirkby Stephen! Well done to Cumbria County Council for seeing this vital project through, it will be a real boost to the tourist economy of the town and a vital lifeline for those local people without a car."*

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

Ideal base for train rides, long walks round Three Peaks or local rambles to waterfalls, pubs. Settle 2 miles, Horton-in-Ribblesdale 4 miles.

Comfortable and quiet, with open fire and storage heaters, 3 bed rooms, sleeps 5. From £200 per week. Many dates available.

Phone 020 8876 3951 evenings. (sorry no smokers)

mcgowan4951@btinternet.com



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Wensleydale Railway

The 2011 timetable is now on the website:

www.wensleydalerrailway.com (or phone 08454 50 54 74 for a copy by post).

Please note that services at weekends in February and March will be "orange days" with trains running from Leeming Bar, Bedale, Finghall and Leyburn to Redmire and NOT "green days" as published in last year's timetable. On **Good Friday April 22**, an Earlybird train will depart Leeming Bar at 08.00. This offers the choice of connecting with the shuttle bus from Leyburn to Middleham for the Stables Open Morning (event bookings: phone 01969 624411) or joining WR's 7 mile Guided Walk (with hot cross buns and coffee at the start!) via historic Coverham church and on to Redmire for the return train. On **Easter Sunday**, April 24, the family Easter Egg hunt is from Redmire station to the gates of Bolton Castle.

There is as much variety as ever for 2011, with some new excursions and walks too: note especially the Spring Flowers and Birdsong 2 mile Guided Stroll with a National Park guide on **Tuesday April 19** (which uses the Vintage bus from Redmire to Aysgarth) and on **Friday May 11** a 7 mile guided walk from Finghall to see the spectacular display of tulips in the gardens at Constable Burton Hall. WR's 2011 printed timetable includes dates for rail-based events: Diesel Galas, 1940s week-end etc. Details published separately include WR's Excursions and Guided Walks; renting WR's Aysgarth station holiday cottage (sleeps 4); self-guided days out in Wensleydale. Please see the website or phone (tel above) to ask for leaflets by post.

Guided walks from Leyburn and Redmire in 2011 : Are you – or someone you know – interested in joining WR's team of volunteer walk leaders and back-markers? We would especially like a few more people in the team who live in the Northallerton, Thirsk,

Masham, Richmond, Leeming Bar and Bedale areas (i.e. near the start of the rail journey for most passengers). All walks start from one of WR's stations and most are about 5 miles, some with a pub or village hall lunch included. Please ring me if you would like to know what is involved.

Ruth Annison (01969 650349)

Settle–Carlisle Enterprise Network (SCeNe)**

25th Anniversary for 8 stations! Thanks to Mr. Ron Cotton of British Rail, 8 small stations on the Settle–Carlisle line were re-opened on July 14, 1986 – mid-way through the long-running proposal to close the line (thankfully not successful). SCeNe members celebrated the 10th and 20th Anniversaries in 1996 and 2006 but feel that the 25th Anniversary is something special and we would like to join with the wider community to enjoy and celebrate the benefits of the railway throughout this year. SCeNe's first event is a visit on March 3rd to the Woodland Snowdrop Walk at Austwick Hall, near Settle, where there are more than 40 types of *Galanthus* (snowdrops) in the gardens. To join this event, or for more details, write to:

SCeNe, The Community Office, Hawes, DL8 3RA;

or phone: Ruth Annison (01969 650349)
or email SCeNe's chairman:
gillian@gillianhowells.co.uk.

******(Formerly the Settle–Carlisle Railway Business Liaison Group, SCRBLG)

Friday March 18 (7.30pm):

Railway Mania in the Northern Dales and the Outcomes, 1840–1912

Dr. Christine Hallas, Dales Countryside Museum, Hawes (phone 01969 666210) .

Obituaries Graham Coles



It is our sad task to record the death of well-known FoSCL member and S&C passenger Mr Graham Coles, aged 74, of Appleby.

Graham spent his career in the police, beginning on Merseyside and moving around the country as he achieved promotions. He retired with the rank of Deputy Chief Constable with the British Transport Police in London.

I first began to meet him along the S&C many years ago, whilst we were photographing special steam excursion trains. Not knowing that he was a serving and very senior railway policeman, it is probably a good job that I was on the right side of the fence! Graham was the duty officer on the Royal train when Her Majesty the Queen and HRH Prince Philip came to Kirkby Stephen in 1991. The station was in a state of disrepair at the time, but the hands of the clock had been set to 10.05 so HRH knew that the train was on time.

After retiring, Graham and his wife Anne moved to Appleby-in-Westmorland. He soon became involved in town life, and took on the chairmanship of the Appleby Society. In this role he helped to document

and record the history of the area, including many of the old buildings – such as the Courthouse. Conservation was important to Graham and he tried to ensure that development measures were in keeping with local architecture, stemming the onset of planning blight in the old county town. He gave slide shows featuring many of the buildings.

Following his career on the railway, he retained a strong interest in the S&C, often going out to photograph unusual freight trains and steam charters; he was also a keen railway modeller, with a substantial layout of the local area. I recollect many times spent together at the lineside; sometimes Graham would find out a snippet – such as a rare Class 56 on the pet-food van-train; once I had a tip of a Class 59 on the gypsum at Kirkby Thore, and we went to inspect them together.

On one occasion after taking railway photographs at Dent, I pointed out to Graham and Anne a Butterfly Orchid in the vegetation. This provided a new interest and they were soon travelling around Europe looking for wild orchids. My last botanical excursion with him was in July, when we saw Marsh Helleborines at Waitby, one of which was featured in the FoSCL magazine of last August.

Graham was diagnosed with cancer, but was able to stay quite active until very recently, passing away at home on Christmas morning. He leaves widow Anne and four children.

I am sure that FoSCL members will want me to extend condolences to the family.

Pete Shaw

Paul Kane

Born in the great railway city of Carlisle 73 years ago, it is not surprising that on leaving school, along with his mates, Paul chose the railway as his career. Throughout the years he worked his way up to becoming a fireman and then a driver on steam

locomotives before, in the 1960s, converting to other forms of traction. He kept his hand in on the steam front when special charter trains were running and twice broke the speed record over Ais Gill on the S&C.

On retiring at the age of 65 he continued to work for West Coast Railways at Carnforth and spent several summers on the 'Jacobite' train between Fort William and Mallaig where the 'Hogwart's Express'

featured in 'Harry Potter' films. It was whilst on the footplate of *Bittern* between York and Kings Cross that he collapsed and died.

On December 30th 2010, a double-headed train hauled by a 'Black 5' and Leander ran on the West Coast Main Line to Carlisle, returning via the S&C and sporting a white wreath on the front of the engine, a fitting tribute to one of the great firemen who did the job that he loved so much long after retirement.

On the last day of 2010 crowds of colleagues from the railway world and many friends met at Carlisle Crematorium to say a final farewell to PK as he was so often known.

Kath Smith

*5690 at Blea Moor on
27th November 2010*

**Photo:
John Cooper-Smith**



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 .

Sleeps 4 – 6 + cot Pets by arrangement. Welcome pack on arrival.
Excellent pub/restaurant 200 yards away. From £260 to £520 per week



For more details see our website at:
www.LongMartonStation.co.uk
or ring David & Madeleine Adams on
017683 62022
or email: dgm@talktalk.net

Settle Station Water Tower

I promised/threatened a regular update on the restoration of Settle station's water tower. Well, we are under way with the first phase – clearing the ground and seeing what we have got.



The first picture shows how the water tower had become almost totally hidden from view by trees.



The second picture, from just about the same spot shows what a dramatic change has been brought about by removal of the (sycamore) trees. For the first time in years the tower can be seen. There were once eight of these towers along the S&C and this is the only original survivor.

Early in the process we submitted the

project to Channel 4's *Restoration Man* programme for consideration. They responded very quickly with a 'Yes please'. Only later did we learn that we were one of something like 10,000 would-be participants. Filming started during January.



Picture 3 shows some early high shots being filmed. The camera man said it was flipping cold up there – or words to that effect. The eventual hour-long programme covering the restoration of the tower should feature a lot of the S&C. Already they have filmed at Garsdale, Ribbleshead and on the train, courtesy of Northern.

This is a year-long adventure, presently still locked in the planning process (where have we heard that before?). If anybody out there would like to lend a hand with the heritage aspects of this project, please get in touch.

You can follow progress at:
settlestationwatertower.blogspot.com

Mark Rand

General Manager – Settle & Carlisle Railway Trust – Job Advert

The Trust is now gearing up for a major fund raising initiative and programme of works the first of which are planned to be the full restoration of the Station Master's House at Ribbleshead and expansion of the Ribbleshead Visitor Centre. In recognition of this the Trust is establishing the position of General Manager.

Requirements of the post: Reporting directly to the Chairman of the Trust, the successful candidate will be expected to manage the day to day activities of the Trust including management of caretaker and volunteer labour resources, all building and tenancy issues and financial issues including rental income, utility costs and revenue from the Trust's retail activities. The successful candidate will also be responsible for procurement and management of minor building and decorating works and the development and implementation of Trust policies and procedures.

The successful candidate will also be responsible for the development and management of special events that the Trust may wish to run from time to time and will carry responsibility for day to day liaison with key stakeholders including the Settle & Carlisle Partnership organisations, Network Rail, Northern Rail etc as well as representing the Trust and its activities locally.

The successful candidate will also be expected to liaise as required with the Publicity and Fund Raising coordinator, Trustees and officers of the Trust.

Person Profile: To fulfil the role it is expected that the successful candidate will be pragmatic, a good hands on administrator with excellent organisational, motivational and relationship building skills. Ideally the successful candidate will live within easy access of the Settle & Carlisle line, probably within Cumbria, North or West Yorkshire or North Lancashire and have a passion for the Settle & Carlisle and its built heritage. Additionally the successful candidate will be commercially astute and ideally will have experience in or an appreciation of the requirements of tenancy and building management at a day to day level as well as being IT literate.

Remuneration and Hours of Work:

The Trust is looking to fill this position as a part time (15 hours/week) voluntary, expenses only position although the opportunity to convert this into a remunerated post will be kept under review. Hours of work will be flexible both to suit the successful candidate and the requirements of the post.

To Apply: Applications are invited to be made in writing enclosing a copy of your current CV to:

David Ward,
Chairman, The Settle & Carlisle Railway Trust
1 Ascham Lane
Whittlesford
Cambridgeshire
CB22 4NT

Copy to:
Geoff Bounds,
Trustee, The Settle & Carlisle Railway Trust
7 Dunsmore Drive
Oakwood
Derby
DE21 2JA

Life as a Gardener at one of the Stations on the Settle/Carlisle Line

When I volunteered to be the gardener at Armathwaite Station I didn't know what I was letting myself in for. I took on this task in 2006 and since then I have certainly become much fitter and stronger! Armathwaite Station is half a mile from where I live. Not far you might say but for anyone who knows where the station is, it is up a very steep hill. Many of the stations are at the top of hills so I'm not the only gardener who has to contend with walking uphill.

The garden was in a poor state when I took it over. The tubs had been looked after by the Brownies and were always very colourful but they had decided they could not do it anymore. One of the problems they had encountered was watering these tubs. This had been done by one local dedicated person who carried milk bottle containers and filled them up with water at Carlisle in order to water the tubs on arrival back at Armathwaite.

So, as well as the four tubs, I had a long expanse of garden on the south side of the station with large yew trees and many over-hanging trees and no water. My husband kindly assisted me at this stage in the digging of the garden. Armathwaite soil is very sandy but the soil at the station garden was anything but. Large amounts of rubble, hard core and very little soil meant that gardening was not going to be very easy plus the trees overhanging, rosebay willow herb, brambles and nettles and all the usual weeds that manage to survive these conditions.

I soon discovered that hardy heathers disliked the soil immensely and died. I bought compost to dig in but getting the compost there was not easy. There is no car park on the south side of the station so it does mean walking. So I can be seen quite regularly in the village walking along with my wheelbarrow with compost and plants

galore. It is not easy pushing a wheelbarrow with 70 litres or more of compost up the path but that is one of the reasons I have become fitter! It is harder still when you have to take water for all the new plants. Water never goes far in those circumstances.

I now have a water butt which has improved my life immensely but with this last cold spell, the water butt froze completely and was leaning quite precariously and I was worried it would split. It righted itself, much to my amazement.

I grow many of the annuals from seed so my greenhouse is frequently packed with seedlings ready to be taken to the station in the hope they will survive the conditions. I have discovered many plants do not like the soil no matter how much loving care I give them and unfortunately some of the plants are loved very much by the rabbits. Another problem encountered for the first time last year.

Many plants and shrubs have been planted; not all have survived but I'm learning as I go along. My rose bed with crimson and white flowers to match the Midland colours will have to be dug up and replaced. But it is very satisfying now after some four years to see the garden flourishing. Bulbs have been planted for spring flowering, seeds purchased in the hope that a colourful display will enhance the passengers' views as they travel along the line.

Judy Morris

Due to pressure on space this month, the articles by Rodney Hampson on Dent and Albert Knight on 'Brothers in Steam' will be continued in May. The Editor apologises to all contributors whose items have been held over.



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Renewing the S&C

With the current programme of Track Renewals on the Settle and Carlisle route drawing to a close, a significant milestone in the rehabilitation of the line has been passed. This milestone is the removal and replacement of the last remaining main line portion of jointed track on softwood sleepers between Carlisle and Hellifield North.

Over the last 11 years, the 1950's and 60's soft wood sleepers with 60ft jointed rails has given way to steel, concrete or hardwood sleepers with continuous welded rail (CWR)

Achieving this milestone reminds me that this objective had been the target of strategies on two occasions. The first time (in my career) the idea that S&C would become a CWR railway was in 1998 when, following the derailment of a loaded coal Merry Go Round (MGR) train at Dent Head, it was recognised that the line was not sufficiently robust to deal with the weight of traffic that was using it at the time, let alone that which was anticipated to use it in the future. The need to have a modern railway, free of

jointed track, was clearly seen and the plan to have a totally CWR railway within 6 years was formulated. At that time the route roughly split into CWR, 25% (36 track miles) and jointed, 75% (108 track miles)

The strategy developed in 1998/99 was for a series of line blockades where large quantities of track would be replaced, with the following main principles:

- * Construction would be with steel sleepers on scarified ballast

- * The areas that were worst affected would be targeted first i.e. actual and high potential Temporary Speed Restriction (TSR) sites.

- * Lower weight rails in the Up, loaded, line, (Bull Head 95lb, 97.5lb and Flat Bottom 109lb) would be targeted for removal as a priority.

- * An accepted re-fail rate of 5% for the new track due to the dubious conditions of existing ballast.

- * A Project Team for the exercise to be set up at Appleby to oversee and steer the works.

- * Conventional renewals to commence in 1999 to begin the impetus, delivering about 3 miles of new track.



A down passenger train near to the site of the Garsdale water troughs – note that this photograph was taken whilst the photographer was on official duties and not trespassing!

Photo:
Gordon Allen

As it transpired, the plan for the Blockade renewals in 2000 drifted away from the scarification process and every site for that year became a traxcavate (dig out old ballast) job with installation of a new ballast bed on a geotechnical membrane. The reason for this was the lack of any detailed knowledge of the existing ballast conditions or sub-sleeper formation capability. Installing steel sleepers on new ballast was, at this time, an untested process and some doubt as to the results were raised; however, with time and rapidly deteriorating conditions pressing, the process was adopted. For the second year of the project the original policy of steel sleepers on scarified track was followed for all the sites.

The Renewals Project remained working on the section between 2000 and 2002 with the following approximate returns for each year:

2000 18.5 miles of track renewed
2001 18.65 miles of track renewed
2002 5.75 miles of track renewed

Across the three-year period the local maintenance team delivered a little over 4 miles total in a combination of steel/concrete/hardwood sleeper relaying and conversion of jointed to CWR by welding rails on site. Most of these sites were done to buy some time for speeds to 'stay off' until they were enveloped at a later date by the renewals project. The life extension 'bought' for these sites was to be no more than five years although some are still going strong today – examples of these would include the Down line through Settle station which was a steel sleeper relay (SSR), or the Down line at Selside, a combination of converting jointed rails to CWR and change of baseplate type to satisfy Standards for CWR track.

The local team also tackled some S&C replacement and reballasting work to stave off deterioration and TSR imposition. S&C at Hellifield, Settle Jct, Blea Moor, Garsdale, Kirkby Stephen (now replaced with new) and Culgaith were some of the sites. In the best traditions of railway maintenance the majority of these S&C sites utilised

*Re-laying
work in
progress
near to
Crosby
Garrett.*

**Photo:
Gordon
Allen**



serviceable materials from this, or other routes. The S&C installed in 2000 and still in use at Kirkby Thore 105b points (Down Goods Loop to Down Main at the north of the loop) and Blea Moor 22 points (Up Goods Loop to Up/Down Single line) utilised two of the three 1979 vintage S&C (*switches and crossings* – ed) from the main lines at Long Meg which had been plain-lined in 1993.

The mass relaying, and considerable investment, performed between 1999 and 2002 prompted an inevitable review on the original strategy and development of the line for the future. The outcome of this was that the renewals henceforth would revert to the normal process for proposal and output, and fall in line with national renewals policy. The change in tactic for the route led to the, not inconsequential but much reduced, output of approximately 4.5 miles of renewal for 2003, 2004 and 2005 combined.

During this time many developments had been taking place and the combined needs for faster line-speeds and more trains on WCML, more imported and open-cast coal being moved from Scotland to power generating plants in England and Network Rail moving the maintenance operations in-house all led to a re-focussing on rail transport in general, but specifically for us, how the Settle and Carlisle line would fit as an integral artery into the body of national railways.

The development of many TSRs due to the presence of remaining jointed track, plus the re-failing of already treated sites, prompted another review of track renewals on the route which, once again, saw a need to have the line as a CWR railway from end to end and a new strategy was devised. In its simplest form the strategy was a five year plan aiming to tackle TSR sites and other track renewals in the sequence of: Up line uphill, 307m 12ch to 259m 60ch, Up line Downhill, 259m 60ch to 234m 44ch, Down line Uphill 234m 44ch to 259m 60ch and

finally Down line downhill, 259m 60ch to 307m 12ch. With the vogue for steel sleepers now out of fashion for heavier loaded lines the plan for the remainder of the Up line was to install new generation concrete sleepers and where possible any Up line steels would be cascaded to the Down line where lighter loadings exist. For the Down line renewals there was also to be some thought put into the type of track installed at different locations and the one size fits all thinking was abandoned. Steel sleepers on scarified ballast was still considered to be a viable option in many locations but areas where it wasn't seen as a sustainable renewal method, traxcavation with concrete sleepers were to be installed.

Of course, some parts of the strategy have slipped a little, new parts introduced and some abandoned. In 2006 ambitions to use the Medium Output Ballast Cleaner (MOBC) on failed steel sleeper sites were abandoned after the first efforts with the machine ground to a halt after it encountered shallow rock. Other sites had to be added into the plan at late notice following very rapid deterioration and implementation of protecting TSRs.

One other obvious drift away from the strategy is the very subject this piece started on, the milestone that is the removal of softwood sleepered jointed track. The jointed track in question is a short portion of the Down line between Ribbleshead station and the single line S&C to the north. The strategy commencing in 2006 should have seen this portion renewed in 2008/09 but a mistake on a hastily made diagram misidentified it as hardwood sleepered CWR and this saw it left out of the plans altogether. Once this error was spotted the site was added as the last Down line jointed renewal item.

The last five years has seen something in the order of 64 miles of renewal. Some of it is reworking of sites failed since last renewal, some of it is replacement of old track. It has also seen the introduction of new

Intermediate Block signals (IBs) and Block Section protection in the form of Axle Counters. This new equipment allows an increased traffic capacity on the route and a steady flow across it with a much reduced headway requirement.

Challenges for the Maintainers of this changing railway are many. More trains equal faster and deeper deterioration to the track quality. Heavier traffic causes wear to the rails and propagation of defects. Aged structures not built for modern freight traffic are at risk and need careful monitoring and repair. Reduced track access times due to traffic density cause resourcing difficulties and clashing work. As the route develops into the major part of the network that it was always destined to be, so too do the teams of men and women that make the whole thing work and will meet the challenges with relish and vigour.

For the future, line speed increases are currently being looked at in detail. Development of local teams (Works Delivery Units) to undertake some track renewals and refurbishment is in the offing. Permanent Speed Restrictions are being reviewed for removal. S&C renewals at Hellifield and Settle Jct are being developed for delivery in the next couple of years.

However;

*For some the end of the jointed track
With its unforgettable clackety-clack
Is seen as a loss to the quality of ride.
So, to those people, let me in secret confide,
That if they listen hard, and keep the faith
There's four lengths left on the Down at
Culgaith!*

Gordon Allen

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Letters to the Editor

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

Foot Crossings

In response to Guy Hundy's letter regarding the lack of a footbridge at Ribbleshead Station and his concern over public safety I'd like to say that you can't legislate for public stupidity. Certainly, in a perfect world, a footbridge would be ideal (but by today's standards I would suspect it would need lifts at either end to accommodate the disabled) but the cost would be prohibitive. Public safety is perfectly fine if the single word, patience, is used. Just wait for the train to depart the station and then use the crossing.

The trains on this section of the line are moving slowly as they approach/leave the viaduct, they invariably 'hoot' on approaching the crossing so if someone is stupid enough to be on the crossing as the train approaches then they should be prepared to take the consequences.

There are foot crossings over the rails at Horton & Dent (maybe other stations) and I would be interested to know just how many injuries/incidents have occurred over the years that make the footbridge option a justifiable expense?

Specifically at Ribbleshead, a more viable and much cheaper option would be to give travellers from the Leeds end access to the access road to the Ribbleshead Quarry sidings; let's face it it's hardly a hive of activity!

Martin Cossins – by email

(Editor's Note: This topic has proved very emotive! In our May issue Stanley Hall, International authority on railway safety, will give us some expert advice on the subject).

Communications Masts

I am sorry that I missed the 'drop-in' meeting held at Ribbleshead about the

proposed communication masts as I feel that they should be given all the support possible.

The smaller masts have been tried and it seems that they have not been successful.

It is always hoped that there would be no need for masts but, unfortunately, nature has different ideas. I am referring to the landslip which caused a fatal accident; not being able to get help quicker made things worse.

I am not really interested in spoiling the views – most of which are man-made anyway – and I feel deeply that safety must come first, no matter what. No, I am not a Health and Safety freak – the line runs through some lovely landscape which is why there is a problem.

I hope that we are successful in getting this safety issue resolved.

Mrs A. Lowe – Giggleswick

S&C Timetable

In his Chairman's report, Mark Rand bemoans the fact that the S&C still has a 1980s timetable and line speed of 60mph despite massive investment in new track. Steve Broadbent pointed out that there aren't any spare trains around. So how about some creative thinking?

By coincidence, I heard a presentation at the RailFuture conference shortly before reading both articles, the key message of which was about using speed not just to improve service quality, but to reduce costs by reducing the number of trains needed to operate a timetable. The message there was that on-going cost savings easily justify the investment in the track, but on the S&C we've already had the investment, so it should just be a matter of raking in the benefit by raising the line speed nearer to

the 90mph for which the line was built.

The key to saving trains is getting them back to their starting point early enough to work an earlier service than they would otherwise. So could the S&C run more services with the same number of trains, since they are in short supply. The current weekday timetable has six services each way between Carlisle and Leeds (plus the short early and late workings at either end). Looking at the timings shows it needs at least 4 train sets to operate. End to end journey times are around 40mph, and there are some very long lay-overs.

With a line speed raised by 50%, average speeds of at least 50mph ought to be readily achievable, i.e. 135 minutes end to end journey times, which with, say a 15 minute lay-over, gives 150 mins, i.e. 5 hours to do a return round trip.

So after working the early Kirby Stephen and back, the 08.53 ex Carlisle could be back in Carlisle at 13.38, in time to work the 14.00 (the 3rd service) whereas currently it doesn't get back until 15.32, and so can only work the 16.18 (the 5th service). The train would then arrive back in Carlisle at 21.03 (slightly later than the current last arrival at 20.48).

Obviously one hypothetical timing doesn't prove the feasibility of a whole timetable, because of pathing constraints etc, but it does suggest scope for a much enhanced service using no extra rolling stock.

Has anyone explored these possibilities? If not, then they should, because it would be in everyone's interest (TOC and passengers) to extract more benefit out of the investment that has already been made, and the rolling stock that already exists.

John Harrison – by email

Poor Service

On 5 January my wife and I decided to take a ride to Carlisle. The 153/158 left Shipley on time at 9.02 with the 153 leading. The exterior of the 158 was excellent. The interior

was, well, satisfactory. We arrived in Carlisle on time. We had been warned that our return journey would be inferior.

Our return was by the 15.05 and inferior it was. It was a 2-car 142. It should have been 2 class 142s but the other unit was short of fuel. To say the riding was rough; sea-sick pills should have been supplied.

Northern keep reminding us there is a shortage of stock. I put it to them that, yes, there is a shortage of DMUs and ask "is there shortage of carriages and locomotives?".

Could locomotives and carriages be used as before on the Settle–Carlisle – thereby releasing the DMUs now used for other journeys or irrespective of cost as Northern become totally DMU orientated.

N^o5

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If Northern are not prepared to market the Settle–Carlisle beyond its present 1980s timetable and very poor internal DMUs cannot the Friends put wheels in motion to get the Leeds–Carlisle service run on a 'mini-franchise' by, say, the charter train companies.

Ian R Bolton – by email

(Editor's Note: There have been several reports of similar disappointing journeys on the S&C which highlight the serious lack of stock from which Northern suffer at the moment; units which fail or become unavailable for whatever reason are almost impossible to replace in a satisfactory manner. As Ian says, this situation is simply not good enough.

Regarding loco hauled trains – Northern do not possess the 'driver knowledge' so initially would need to hire both drivers and stock.. The cost of the loco hauled train which ran using Class 37s was well over a million pounds for the year – 3 times the cost of a 158 unit – and thus would make the finances of the route cost heavy. But it would be nice!)

Cold Service

I travelled to Carlisle from Settle on December 14th on the 9.50 service. There was no heating for the whole of the journey. The crew suggested we should all e-mail Northern Rail as if crew reported it no action was taken. I did e-mail them that evening and it has taken until today to get a sensible reply, I think only after intervention from Passenger Focus as I had been in contact with them. It was a freezing cold day on December 14th, with a lot of elderly passengers on this train, surely the least you can expect is to have a warm journey. Myself and the friends I was travelling with felt we were treated no better than cattle. I think it is very sad that Northern Rail can be so

uncaring, especially after all the hard work your group do for this line. I would appreciate your comments.

Mrs Sheila Cameron – by email

(Drew Haley of Northern Rail comments: We have had to make some difficult decisions recently with some of our trains and this has led to occasional short formations and some units struggling on. The effects of the bad weather did impact on reliability and I am sorry to hear that Mrs Cameron had an unsatisfactory journey as a result of this.

We took the decision to run the service rather than cancel it as we thought this would be the lesser of offences, although if somebody is cold they may not agree. We have been playing catch-up since the cold spell on outstanding issues with units and this has been a stretch in places for us, as we ideally need as many trains in service as possible.

We are confident that issues like this will be massively reduced as we close down all outstanding maintenance and resolve some of the extreme weather related failures we endured.

We managed to run over 87% of services to time during the extreme weather over the S&C and to achieve this we did push our fleet hard; we are now confident that the catch-up work is coming to a close and we are on a much more even keel with the service and the weather ,thankfully.)

Service with a smile!

We had a holiday at Dent station last Spring and have rather belatedly completed our application to join the FoSCL. However, what really impressed us was the willingness for everyone we met to assist and direct us.

A special mention must go to Andrew & Rachel at Kirby Stephen Station. It was the final day of our stay and we were at the station about to start our walk for the day. Whilst looking around at the station we spotted a rather interesting railchair they had for sale. Problem was we could not take it on the walk! – and Andrew & Rachel

would not be around later in the day when we were to take the train back. In a moment of inspiration Andrew consulted the timetable and calculated he could deliver the purchase to Dent station the next day just before we were due to leave. He would have a spare 11 minutes to catch the return train. Yes, it all went to plan.

So, many thanks to him and all the other enthusiasts we met. I don't have to tell all those who will read this that the Settle–Carlisle is a wonderful experience; so wonderful that we will be visiting again in September.

Peter & Christine Harrison – by email

Appeal for Information

I am engaged in making a model of Settle Station, in fact I started 30 years ago! This cannot be exact because the available space is restricted, but I am concerned to give as good a Midland/S&C atmosphere as possible and, to that end, want the buildings to be as accurate as can be managed at 1/76 scale. The model is intended to be a memorial to the builders rather than a working one. As you will be aware the main buildings are still extant and well documented; however I do not seem able to find any photos or drawings of the less important ones. Most of these were on the eastern boundary opposite the goods shed. I wondered if there are any members who would remember what things were like before the major demolition and who might be willing to talk, or otherwise contact me, or have any relevant photos. I am happy to defray any costs. The buildings of most concern are the W&W Office near the tank house, always hidden by a coach in any photo I have seen. The joiner's shop, the original paint store, the P Hut which appears a squarish building on the 2chain plan rather than the norm for the line.

Rev A. Peter Berry

New DVD

I've just finished watching the new 'Settle to Carlisle Four Seasons' DVD produced by TeleRail. I wanted to write to say how much I've enjoyed it and would thoroughly recommend this product to other members. The photography throughout by Phil Metcalfe is superb with some stunning winter scenes. It has a good mix of line-side shots taken from popular as well as lesser known locations, some station viewpoints and even views from the air. The script is informative and to the point and features an informal interview with our own outgoing Chairman. In my opinion it fills a gap in the market – an up to date look at services over the line and the various partnerships that support operations.

Very enjoyable and recommended to anyone with an interest in the line.

John Longden – by email

(Editor's Note: *The new dvd is available from our webshop and the shops at Settle and Appleby stations at a special FoSCL price of £20. This is a significant reduction on the normal rrp*)



And finally: *How's this for strength? Tony Beckwith at Ribbleshead dines on cow pie and spinach and can do baton twirls with railway lines. Rumour has it he uses detonators to clear his sinuses.*

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Rear Cover Photos: Snow scenes near to the S & C this winter.

Top: Pikes Edge Cairn on Great Knoutberry, Dentdale.

Bottom: Warrendale Knotts on the way from Settle to Malham.

Photos: Pete Shaw

