



Friends of the Settle-Carlisle Line

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Settle – Station of the Year

FRIENDS OF THE SETTLE - CARLISLE LINE

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**Indicates members co-opted onto the committee after the Annual General Meeting in accordance with the constitution of the Friends.*

NEXT MAGAZINE

Copy deadline will be Friday 15th January 2010. Our aim is to provide Members with an interesting and informative Magazine but we can only do this with your help. Articles, news items, photographs, and letters are always welcome. Views expressed in the Magazine are not necessarily those of the Committee. You can e-mail us at: Editor@settle-carlisle.co.uk

FoSCL Internet website: <http://www.settle-carlisle.org>

ADVERTISEMENT RATES FOR THE MAGAZINE

One issue:- Full-page = £75. Half-page = £45. Quarter-page = £30.

Special Offer:- Four issues for the price of three.

Please supply on disk or by email please, all standard formats acceptable.

If typesetting is required, an extra charge will be made.

MEMBERSHIP SUBSCRIPTIONS

Individual Member: £10

Junior Member: £3

Family Member: £12.50

Corporate Member: £40

Life Member: £250

Cover Photo: Settle station staff members (l-r) Tim Parker, Peter Freeman and Colin Jones are presented with the plaque for the Small Station of the Year award by Northern Rail Managing Director Heidi Mottram.
Photo: Pete Shaw

Chairman's Report

FoSCL Chairman Mark Rand writes:

It was a delight to see the UK's brand new A1 Pacific locomotive *Tornado* make its debut on the S&C on 3rd October. The thirteen carriage train was an instant sell-out and they arranged a relief train for the 4th. It sold out too. How often does that happen these days? The first trip very nearly did not happen. There was high wind (Ribblehead had a gust of 64mph that morning) and heavy rain. A falling tree brought down the overhead wires just north of Bingley station. *Tornado* was allowed through, fortunately. Options for diversions were limited as the Tyne Valley Line was closed for maintenance that weekend. High wind can have a serious impact on overhead electrified lines and the S&C can come into its own on such occasions. The relatively minor disruption for *Tornado* was a very public illustration of the vulnerability of railways to local happenings. A broken down train, cable theft and much more can cause havoc over a widespread area. As pressure grows on the S&C one of its fundamental vulnerabilities is sometimes exposed – the lack of passing places. To remedy this is going to be expensive but if slow freight is to work with faster trains the problem will have to be tackled.

ooOOOo

ABC News' recent listing of the S&C among its top ten Greatest Railway Journeys in the World (see elsewhere in the magazine) was echoed by *Tornado's* publicity where the S&C was similarly described. This is of course a matter of opinion. Few people can have travelled on all the possible contestant railways and we are not comparing like with like. How do you compare spectacular Alpine scenery on a rack and pinion train with lesser scenery in utmost luxury? Amenities on the S&C are improving rapidly to enhance the overall experience. Travel firm Great Railway Journeys have included the S&C in their 2009 programme and those trips have been sell-outs too. FoSCL On-Train Guides have accompanied each one – as indeed they did with the *Tornado* trips.

ooOOOo

Whilst On-Train Guiding recently I was having a discussion with a passenger about the S&C's status as a rail journey of world ranking. The passenger was unconvinced. The West Highland Line had it beaten in his view. As our debate progressed conversation elsewhere



60163 *Tornado* passing Foredale on the climb to Blea Moor at Helwith Bridge on 3/10/09.

Photo:
Graham Wiltshire

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.

in the carriage quietened. In an effort to lighten the mood and put an end to an un-winnable discussion either way, I said that it was all a matter of opinion. If we all had the same preferences we men might all seek to marry the same wife and then there would be trouble, I said. There was a ripple of laughter and nods of agreement around the carriage. A loud voice from the far end chipped in "You can bloomin' 'ave mine." Great Railway Journeys are not just about scenery.

ooOOOo

I referred to our Five Year Vision for the S&C in the last magazine. Most of what had seemed like eighteen pipe dreams have either come about or are well in hand. One of the few that looked unlikely to happen was 'Facilities and standards at Carlisle will have improved'. Well, FoSCL has not been idle on this and Network Rail has just announced a £500,000 scheme to do just that and work has begun. FoSCL is working closely with NR on the design of the scheme and is contributing a substantial sum of money towards it. This Great Railway Journey will at long last get the northern gateway it deserves. More details as the scheme progresses.

ooOOOo

The letters pages are becoming lively, thanks largely to e-mails. People have ideas and opinions about all sorts of things and that is a healthy sign. Still there are some questions that are simply too difficult or impossible to answer. The other day I was asked the following: "We travelled on this line many years ago and got off at a station. Can you tell me which one it was?"

ooOOOo

Sharp eyed readers may spot some new names among our Vice Presidents. They are Ron Cotton, James Newcombe and Ken Shingleton.

A career railwayman, Ron Cotton is best known hereabouts as BR's Project Manager for the S&C when it was earmarked for closure. Thanks in no small measure to Ron's 'closure' efforts, traffic increased dramatically. A career railwayman who has worked in all five BR Regions, Ron variously hung his hat at Stratford, Kings Cross, Birmingham, Waterloo, Edinburgh, Newcastle, Liverpool and Manchester before the S&C was put on his plate. Retiring early from BR Ron has been a railway consultant for many years, finally retiring in 2007.

The Right Reverend James Newcombe is the recently enthroned Bishop of Carlisle, in succession to FoSCL member Bishop Graham Dow. Bishop James studied History at Oxford and Theology at Cambridge before ministry in the Ely and Chester dioceses. Most recently he was Suffragan Bishop of Penrith. He readily agreed to become a FoSCL Vice President so maintaining what is becoming a welcome tradition for Bishops of Carlisle.

Another career railwayman, Ken Shingleton was born within earshot of the Somerset and Dorset Joint locomotive shed at Templecombe – which housed mainly Midland locos and his railway interest flourished. Starting as an engineering apprentice at Eastleigh, Ken became qualified in Mechanical Engineering and spent 13 years with locomotives. Posted around the country in management roles in 3 regions he became the last Divisional Manager London Western then Operations Manager Western Region. He was a consultant for the Airedale / Wharfedale electrification. He is an expert on freight and has taken a keen interest in the S&C.

Ken and Ron share pride in their failures – Ron failed to close the S&C and Ken failed to close London's Marylebone Station!

Mark Rand

AGM Notice

**The 2010 AGM of FoSCL will be held on
Saturday 24th April 2009
at the Hallmark Hotel – Carlisle
(just outside Citadel station)**

Nominations for the committee officers (Chairman, Secretary and Treasurer) and committee members – suitably proposed and seconded – should be received before 7th January by:-

**Richard Morris – FoSCL Secretary
10 Mill Brow, Armathwaite, Carlisle CA4 9PJ
The meeting will commence at 11.45 hrs**

The speakers will be Ron Cotton and Geoff Bounds

Confirmation of other details will be in the February magazine.

Richard Morris – Secretary

Dates for your diary

Thursdays 19th November to 17th December: Christmas Shopper's trains from Carlisle (20.50) to Kirkby Stephen (returning to Carlisle at 22.00).

Saturday December 5th: FoSCL Christmas Lunch. See Page 6 for details.

Saturday December 12th: Christmas Open day at Settle Station – See page 7.

Saturday December 12th, 7.30pm: 'Carols by Candlelight' at Hawes Junction Chapel. See Page 7.

Thursday December 17th: Carol Service at Ribbleshead Station – assemble from 17.00pm to wait arrival of train at 17.43 pm.

Saturday December 19th: Christmas Lunch at the Brief Encounter, Langwathby. See page 7. for details.

Saturday February 6th: Volunteers' buffet at Settle – See page 7.

Saturday April 24th 2010: FoSCL AGM.

FoSCL Notes

AGM 2010

The format of the 2009 AGM was generally felt to be unsatisfactory. Granted, it was basically the same as the previous few AGMs, with a 12.45 start for the business part of the AGM and the hope that the speaker would have adequate time to complete his presentation yet still finish in time for the 15.45 northbound departure. In the event the schedule was too tight and I and a number of others had to miss part of Christian Wolmar's fascinating talk. One of our members, Chris Coxon, while nonetheless praising the Committee's achievements, took this up in an open letter to the Chairman and Committee of FoSCL. In this he said:

"My concerns are:

- Firstly, about the time allocated for this year's AGM, and specifically:- The availability of time for questions following the individual Officers' Reports, and for Any Other Business. Indeed Any Other Business was not formally an Agenda item this year.
- The limited time that was made available for our distinguished guest speaker to deliver his presentation, and to answer questions.
- I felt that this year's AGM was the worst of both worlds – the business part of the meeting was rushed, and close to not being fit for purpose, and what the Chairman described as 'The Entertainment' was far too short to do justice to the excellent Guest Speaker, and Members' interest in his wealth of knowledge, and views."

Informal soundings immediately after the AGM confirmed that most members were of the same opinion. Accordingly, we have made significant changes to the format of the AGM for 2010. Chris went on to say:

"Would it be appropriate for the Committee to seek of Members their opinions regarding:-

- The time allocated to the Business of the

AGM, and the interest in having a Guest Speaker – I personally feel that we should have both.

- The timing, and the location of the AGM – whilst the Victoria Hall at Settle is an admirable venue, its train service does limit travel options – personally I would find Carlisle an easier venue, as might other Members travelling from further afield.

My suggestion is that the Committee give this matter some thought, and that, perhaps, they seek the views of Members via a Questionnaire included with a future Magazine."

Magazine No 116 (May 2009) had been finalised by the time of the AGM except for a space left for the Chairman's letter. By July when No 117 was being put together, the Committee felt, rightly or wrongly, that there was no longer any need to publish the open letter as they knew the feelings of the membership on this point and further they were in unanimous agreement themselves. They had already acted, had looked at alternative venues in Carlisle and settled on the Hallmark Hotel (formerly the Lakes Court), adjacent to Carlisle Citadel station. Being less constrained by train times here, they had also decided to extend the length of the meeting to allow ample time for AGM business and speaker.

It is planned that the AGM business will start at about 11.45, and the speaker(s) – there may be two this year – will start at around 2 pm. Those committee members who live at the northern end of the S&C will be available for informal discussions beforehand. Full details of the AGM will be announced in the February magazine. The Hallmark Hotel are pleased to offer a 15% discount off food and hot drinks to all rail users and on this occasion they've agreed to extend this to anyone with a valid FoSCL membership card.

We look forward to seeing you there!

**Richard Morris –
Secretary and Webmaster**

New Committee member

At its October meeting, the committee was unanimous in co-opting Pat Rand to its ranks. Pat has been for some time the manager of our Settle shop and, in conjunction with Brenda Moss, Paul Kampen and treasurer Stephen Way, has been responsible for its current highly professional mode of operation. Pat now becomes Trading Manager for FoSCL and also manager of our new – already very successful – webshop.

historical photo of Armathwaite Station which is a real work of art. There's a fine selection of books, DVDs and Ruswarp miniatures as well. Have a browse! You can join FoSCL or renew your membership on-line as well, see the Membership section of the shop.

Looking further ahead, we have a good supply of Hornby stock which we shall be promoting in the next few weeks. Look out for an announcement on the Settle–Carlisle Partnership web site, www.settle-carlisle.co.uk.

On-Line Shop – for Christmas

Have a look at FoSCL's new on-line shop, www.foscl.co.uk. It's an easy way to order the items on the 2009 Christmas catalogue, including this year's Christmas card, a

Membership Secretary's Report

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

Category	No.	No. Renewed	Gold Card Members
Corporate	8	6	0
Family	874	831	87
Individual	2321	2198	123
Junior	17	15	0
Life	221		4
GRAND TOTAL	3441	3050	214

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

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

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

Magazines sent to the following members have been returned undelivered:

- Dr. S. Garg, Cottingley, Bingley.
- Mrs. S. E. Jarman – Solihull, West Midlands.
- Mr. Jeremy Nottingham – West Runton, Norfolk.
- Mr. Roger Haslam, Ingleton, North Yorkshire.
- Mrs. A. F. Ward, Harrogate, North Yorkshire.

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

Peter G. Davies – Membership Secretary

Extra train for Christmas Shopping in Carlisle

On Thursday evenings November 19th to December 17th inclusive, Northern will be running an extra train from Carlisle to Kirkby Stephen and return. This leaves Carlisle at 20.50 allowing Christmas shoppers from stations between Carlisle and Kirkby Stephen some extra time for Christmas shopping in Carlisle.

Christmas Lunch

The FoSCL Christmas Lunch will be held this year at The Golden Lion Hotel, SETTLE, Saturday December 5th

Guests should arrive at 12.00 for lunch at 12.30

Menu

Starters

Choose from

Home-made Soup of the Day

Mushroom & Bacon in a White Wine Sauce Served in a Puff Pastry Case

Chicken Liver Parfait with Onion Marmalade & Warm Toast

Main Course

Choose from

Roast Turkey, Bacon, Chipolatas, Sage & Onion Seasoning and Cranberry Sauce

Roast beef with Yorkshire Pudding & Horseradish Sauce

Pan-fried Salmon fillet with Mushroom & Prawn Sauce

Spicy Strudel of Vegetables, Apricots & Stilton

All served with a selection of Potatoes & Vegetables

Desserts

Choose from

Christmas Pudding & Rum Sauce

Chocolate Cheesecake with Cream

Cheese & Biscuits

Coffee or Tea with Mince Pies

£12.95 per person (not including wine)

Lunch will be followed by a Quiz

Please send bookings with choice of menu (Cheque payable to FoSCL) To:

Margaret Hodgins, Bridge House, Church Brough, Kirkby Stephen,

Cumbria CA17 4EN

(Please list each person in the booking by full name – e.g., James Smith– not just J Smith)

Demand for the lunch has been very good, please book soonest to avoid disappointment.

In the event of a Postal Strike please phone (017683 41664) or e mail (dougflashodgins@btinternet.com). with your booking.

Please enclose a SAE for confirmation, or your email address.

Open Day at Settle Station– 12th December

Yes – it is that time of year again! And as always, we will be hosting an Open Day at Settle station when everybody is invited to join us for mince pies, sherry and early Christmas cheer. Settle Voices and members of the Opera North Horn Club will be on hand to provide live music and our shop and preserved signalbox will be open to visitors. Come along and join us!

Langwathby Christmas Lunch

Just a reminder about the Langwathby Christmas Lunch at the Brief Encounter (Langwathby Station) on Saturday 19th December with a 13.15 start.

There are still places left: the food is great and the quiz much fun. Please check the August magazine for menu details and cost.

I hope to see you all then!

John Johnson

Hawes Junction Chapel Event

On **Saturday 7th November** from 10.30 to 16.30 the chapel will host a Christmas Fayre with Father Christmas in attendance plus home made preserves & cakes, cards etc.

On **Saturday 12th December** there will be Carols by Candlelight at 19.30pm. "Young Voices" from Hawes will be singing, followed by supper.
Further details – 017683 72011

Volunteers' Event

A buffet and light entertainment has been arranged as a thank you to our volunteers. This is to be held on Saturday 6th February 2010 in Victoria Hall, Settle 11.00 –16.00. If you are a volunteer and would like to attend, please could you email me RuthEvansLtd@hotmail.com. This event is limited to 80 places, so please bear this in mind.

Ruth Evans

Settle & Carlisle Photographic Competition 2010

It's back – the annual competition to find the best photographic image that captures the essence of the S&C. It is being sponsored jointly by FoSCL, Imagerail and Northern. Open to all, this is your chance to showcase the best of your photography. The overall winner will receive a 'S&C Photographer of the Year' trophy from Heidi Mottram (MD of Northern), free tickets for two anywhere on Northern services, and see their image turned into a FoSCL postcard, a station poster promoting the line, and used for publicity purposes by any of the S&C organisations. Category winners get a certificate and free tickets for two on the S&C. All shortlisted entries will be displayed in a travelling exhibition at staffed stations around the region. The categories are:

- People • Places • Trains • Atmosphere
- Best image by a Young Photographer (aged under 16).

A maximum of 6 entries per person are allowed. These can be submitted electronically (maximum 1MB per image) or as slides/prints (if you want them returned please provide an SAE). Please submit them to: andrew@imagerail.com/Imagerail, Kirkby Stephen Station, Kirkby Stephen, CA17 4LE). The closing date for accepting entries for the 2009 competition is 31 January 2010, with the winners announced on 1 March 2010. Judging will be by a panel of experts selected by the sponsors. By submitting an image you are giving permission for its copyright to be used by any of the S&C organisations for publicity purposes – where used in this way, you will be credited as the copyright holder.

**Andrew Griffiths – Partner, Imagerail
Photography, graphic design and
commercial consultancy for the rail
industry**

**Kirkby Stephen Station, Kirkby Stephen,
Cumbria, CA17 4LE**

www.imagerail.comOffice 01768 800 208

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Stationmaster's House – Ribblehead

At the last AGM and over the past few months some of our members have suggested that we should do more to utilise our substantial cash resources. While this puts the Committee in an enviable position and suggests that we are regarded as suitably prudent with the membership's funds, there are good reasons why we have not embarked on any major projects in recent years, other than our contribution to the purchase of the Stationmaster's House at Ribblehead, with restoration costs still to come. There remains of course significant ongoing expenditure on FoSCL and S&C Railway Dev. Co. publications, also a regular contribution to our other partner, the S&C Railway Trust. We also contributed £10,000 to the refurbishment of Garsdale Station, where the result speaks for itself.

As FoSCL Secretary, I feel I should explain on behalf of the Committee why we have been holding back on any really major financial commitment. The reason is that we are closely involved with the future of the Stationmaster's House, which is going to need a great deal of money if it is to undergo the high quality restoration that befits its iconic status. Moreover, it is part of a larger concept for the use of the whole site at Ribblehead. The ownership of the Stationmaster's House brings with it the approach track and gardens alongside, while the Trust is pursuing a proposal to acquire a long lease of the goods yard to the south of the station.

You may recall that the Stationmaster's House was acquired by the S&C Railway Trust with financial support from FoSCL in 2006, at which time it was planned to convert it into a dwelling to be used for self-catering accommodation. At the time grants from various bodies were thought to be fairly easy to come by and this seemed a feasible proposition. As time went by it became apparent that funding was becoming much harder to get and that the plans for restoration

of the house would have to be scaled down substantially.

Over the summer a FoSCL sub-committee has been in detailed discussion with the Trust over the future of the Stationmaster's House and it has been agreed that a further planning application will be submitted for a smaller dwelling. This will be more or less on the original footprint of the house, thus restoring it to very much its original Midland Railway appearance. FoSCL will contribute a significant sum of money towards the refurbishment costs in exchange for shared ownership with the Trust. The FoSCL Committee Meeting on 9th October approved this and, at the Trust's request, agreed that the Stationmaster's House would be used primarily as accommodation for the resident caretakers of the Ribblehead Visitor Centre. This would enable them to vacate the accommodation at the station and permit an enhanced visitor centre and exhibition to be created. If accommodation is not required for the resident caretakers, then use for residential or self-catering accommodation could be re-considered.

This project is dependent on the Trust's application for planning permission being successful. If it is, then before committing the large sums involved, the FoSCL Committee have stipulated that a specific proposal from the Committee would be referred to the membership for approval. The Trust is moving ahead with all possible speed and it is hoped that the planning application will go through in time for us to report back in the February edition of the magazine. In the meantime, the Committee felt it important that the membership should be kept up to date with developments.

If you have any questions or comments on this subject, perhaps you would contact Douglas Hodgins: douglashodgins@settle-carlisle.com (*full contact details inside front cover*).

**Richard Morris –
Secretary and Webmaster**

Stations Report

The refurbishment of Settle Station has been fully covered in the article by Marion Armstrong; the station looks superb. The Customer Information Room, with its live train running screen, is also worth a look. However the good news does not end at Settle.

The Settle and Carlisle Railway Trust own the main station building at Horton and this too has had a full repaint. Additionally, the Trust commissioned the painters to repaint the Waiting Room on the northbound platform; like Settle, Horton looks a treat.

With Garsdale having been refurbished earlier this year the stations on our line have been receiving some attention of late and apart from the three already mentioned Dent Station has also been given a full repaint. However much remains to be done and hopefully it will not be long before Appleby receives some attention.

We at FoSCL have always been fortunate in having a large band of volunteers to call on to fulfil a multitude of tasks, many of these volunteers are well known, some not so. In the latter category is a gentleman, I won't name him, who travels from Consett to Langwathby at his own expense, to maintain the hedge which runs the whole length of the southbound platform. Recently he has spent several days reducing the height and also the width of the hedge – thus making it more accessible but with still plenty of hedge for our feathered friends.

As long as FoSCL is fortunate enough to be able to call on people such as this then our line will remain one of the best kept on the rail network.

Douglas Hodgins

Dent Station – last chance to book

Recent FoSCL magazines have carried the kind offer of Robin Hughes, owner of Dent Station, who has donated a week to FoSCL in order that we may raise funds. The week

in question is the 22nd–29th January 2010. There has been a reasonable response so far but there is still time for you to make a bid for this week.

Dent Station sleeps six, and is most comfortable, even in the depths of winter. Remote, yes and no. You do, after all, have a good train service calling at your front door!

As mentioned in previous magazines the week will go to the highest bidder. Only I know the amount of the bids and from whom. The closing date for your bid is the 1st December 2009, don't delay, contact me by phone on 017683 41664 or by e mail on: douglashodgins@btinternet.com

Thank you.

Douglas Hodgins



N°5
RAILWAY COTTAGES

Railway Holiday Cottage

For rent on the Settle -Carlisle Railway line
Delightful 2- bedroomed cottage set in open countryside with stunning views.

Set in quiet surroundings on the Settle - Carlisle Railway line at Garsdale Head station, making it an ideal location for touring both the Yorkshire Dales and the Lake District.

Weekends and mid week breaks available.
Late availability possible
Sorry no pets.

Reasonable rates- telephone 0114 2636 008

WWW.5railwaycottages.co.uk

Michael Portillo Revisits the S&C

On 11th April 1989, Transport Minister Michael Portillo announced that the S&C would be saved from closure. On 2nd September 2009, Mr Portillo came back to see the line again – this time as presenter of a forthcoming series of Great Railway Journeys for BBC Television.

Filming over a two-day period, Mr Portillo and crew covered steam trains, freight, Sprinters, viaducts, scenery, history and also touched upon how FoSCL were formed to launch a move to counteract the closure proposals. FoSCL Chairman Mark Rand and Vice President Pete Shaw met him in the council chamber at Settle Town Hall – the very room where FoSCL was inaugurated by David Burton and Graham Nuttall in 1981.

Mr Portillo recollected that his first move when appointed Transport Minister was to arrange a top secret cab ride over the line to assess it for himself. He travelled on the 06.34 Carlisle – Leeds service and was amazed to see people waving to him at every little station en route, welcoming him to the S&C! And on arrival at Leeds a TV news crew were there to interview him!

He asked how we knew about his supposedly private visit, to be able to orchestrate such a welcome, saying “Did you have my office bugged?” I was at the Joint Action Committee meeting in Lancaster the evening before and we’d had a mystery ‘phone call which (anonymously) said that the Minister would be on the early morning train next day. We never knew who provided this leaked tip-off but it was most timely – and an astonishing coincidence that we were in the office to take advantage of it – and lay on the welcome parties!

Watch out for the programme – likely to be on a Tuesday evening at about 18.30 hrs on BBC2 in the New Year.

Pete Shaw

Lost and Found

Did you leave your spectacles on the small bridge which crosses the S&C just north of Crosby Garrett tunnel? They are in a maroon slip case. Possibly a railway photographer or hiker? Committee member Pete Shaw has them: do get in touch.



When in Government, Michael Portillo was the Transport Minister who made the “Line Saved” decision. He is seen here (r) at Settle with FoSCL Chairman Mark Rand on 2/9/09

**Photo:
Pete Shaw**

Settle–Carlisle Resources Handbook

I am in the process of compiling an illustrated Handbook of Resources relating to the Settle–Carlisle line, a task begun 35 years ago when, as Secretary of then Settle–Carlisle Railway Centenary Committee, I edited a periodic newsletter in preparation for the centenary celebrations of 1976.

The aim of the intended publication is to bring together lists of as many of the varied resources as possible, listed under the following tentative headings:

- | | | |
|----|-----------------------------------|---|
| A. | Primary Sources | I. Radio and television programmes |
| B. | Books, pamphlets & leaflets | J. Music, Drama and Poetry |
| C. | Periodicals and articles | K. Pottery and Ceramics |
| D. | Research Studies | L. Miscellaneous items and souvenirs |
| E. | Maps | M. Models, Museums, Displays & Heritage Sites |
| F. | Photographs, postcards, greetings | N. Internet resources & websites cards, paintings & posters |
| G. | Records, tapes & CDs | O. Travel & Tourism |
| H. | Films, videos & DVDs | P. Useful addresses |

All individuals and organisations who know of material which they think should be included are invited to contact me and check if I have the details already. At the time of writing, the draft manuscript (fully illustrated in colour, and with explanatory text, in A4 format) currently runs to 190 pages but I want to make the publication as comprehensive and complete as possible, and I feel sure that I have not yet been able to list all the items that should be included. All replies will be acknowledged and should be passed to me as soon as possible; I look forward to hearing from you.

**Nigel Mussett –16 Gooselands, Rathmell, Settle BD24 0LT. Tel. 01729 841174;
email: mussett@dsl.pipex.com**

Settle–Carlisle Railway Rated Number Two in the World

ABC News in the USA on 23rd September carried a feature about The World's Top Ten Greatest Railway Journeys. The Settle–Carlisle Line was rated second only to South Africa's Blue Train

The top ten were:

1. The Blue Train – South Africa
2. The Settle–Carlisle Railway – England
3. Trans–Siberian Railroad: Russia
4. Venice Simplon–Orient–Express: Europe
5. The Rocky Mountaineer: Canada
6. Eastern & Oriental Express: Singapore, Malaysia and Thailand
7. Hejaz Jordan Railway: Syria and Jordan
8. Palace on Wheels: India
9. Glacier Express: Switzerland
10. Mombasa to Nairobi: Kenya

That is some company!

SALES PAGES

All members receiving this magazine by post should find enclosed an order form with which they can obtain the following goods by post. Please return this form to:

Mrs Kath Smith, FoSCL, 2 Betsy Lane, Temple Sowerby, Penrith, Cumbria CA10 1SF
Please make cheques payable to 'FoSCL'.

Please also note that we cannot take payments by credit card for mail orders. Those wishing to pay by credit card should find the goods available from our new webshop (see page 5)
Figures in brackets are for post and packing to Europe and the Rest of the World.

Enquiries to Paul Kampen: 01274 581051 – paul.kampen@Gmail.com

Books by Dales author Bill Mitchell

B1: *Thunder in the Mountains* (New title – hardback) – £18.00 plus P+P £3.45 (£6.66, £10.19)

Still available the classic titles:

B2: *The Lost Shanties of Ribbleshead* – £7.00 plus P+P £1.30 (£3.59, £6.49)

B4: *Shanty Life on the S&C* – £5.99 plus P+P £1.30 (£3.59, £6.49)

More Books

B6: *The Settle Line* – a Two Way Guide by Jim Wood – £3.00 plus P+P £2.02 (£2.91, £3.11)

B7: *The Locomotive Giggleswick* – by Nigel Mussett – £6.00 plus P+P £0.90 (£2.91, £3.11)

B8: *Iron Roads North of Leeds* by Michael Pearson – £5.99 plus P+P £1.24 (£4.67, £8.44)

B9: *A Dales Highway Companion* by Tony and Chris Grogan – £9.99 plus P+P £1.70

Calendar and Cards

C1: 2010 Calendar from Pete Shaw Photography – 13 colour photographs of steam & diesel trains in scenic locations along the line. A4 landscape size. £6.99 plus P+P £1.64 (£2.52, £4.25)

C2: Greeting cards from Pete Shaw Photography – 10 assorted cards + envelopes – £4.50 plus P+P £1.30 (£2.91, £5.11)

C3: Postcard selection – 5 cards featuring S&C scenes – £1 plus P+P £0.40 (£0.81, £1.36)

C4: *New for 2009!* Christmas card featuring early 20th century photograph of ladies at Armthwaite station – pack of 5 £3.50 plus P+P £1.30 (£3.36, £6.05)

Still available:

C5: 2008 card featuring painting of winter scene at Ribbleshead

C6: 2007 card featuring steam train in the depths of winter at Blea Moor.

Price and P+P of 2008 and 2007 cards as 2009 card

DVDs – P+P for all DVDs £1.50 (£1.91, £2.53)

DVD1: *The Line That Refused to Die* (90 mins) from Kingfisher – £12.95

DVD2: *The Settle–Carlisle from the Air* (70 mins) – £12.95

DVD3: *Seasons of Steam* (66 mins) by PSOV – £14.95

DVD4: *Cumbrian Mountain Express 1988 – 1994* (90 mins) by PSOV – £14.95

DVD 5: *The Secrets of Blea Moor and Ribbleshead* (55 mins) by Railway Recollections – £12.95

DVD6: *Steam over the Northern Summits* (75 mins) – £16.98

DVD7: *The Long Short Drag* (2 hours) Locomaster – £14.95

DVD8: *Drivers Eye View/Birds Eye View* (90 mins) Video 125 – £19.95

DVD9: *Marsden Settle– Carlisle* (63 mins) Cinerail – £19.95

DVD10: *Yorkshire Byways* Cinerail – £19.95

High Quality Models from Hornby

H1: OO Gauge S&C Liveried Northern 156 Sprinter Unit – £70.82 plus P+P £5.20 (£9.44, £15.19)

H2: OO Gauge Midland railway signalbox modelled on that at Settle station – £12.99 plus P+P £2.54 (£6.52, £10.84)

H3: as above but N gauge– £10.75 plus P+P £2.20 (£4.03, £6.49)

Miscellaneous

M1: Coasters, set of four, railway scenes – £4.25 plus P+P £1.30 (£2.66, £4.63)

M2: Totem S&C Fridge Magnets – £2.20 plus P+P £0.79 (£1.45, £2.22)

M3: Tea Towels – set of two – £7.90 plus P+P £1.70 (£3.31, £5.51)

M4: Fridge magnets – totem – £2.20 plus P+P £0.79 (£1.45, £2.22)

M5: Harvey's Map and Line Guide – £3.95 plus P+P £0.41 (£1.01, £1.37)

Ruswarp Memorabilia

R1: "Ruswarp on Guard" Bronze Limited Edition (250) Miniature Sculpture – £85.00 plus P+P £8.14 UK only – overseas on application.

Ruswarp miniatures – P+P on all £1.74 (£4.58, £6.61):

R2: Solid Silver – collectable – in box – £59.50

When hallmarked (to order) – £72.00

R3: Brass (Free red velvet pouch while stocks last) – £15.00

R4: Pewter Trinkets – P+P on all £0.79 (£1.41, £1.95)

R5: Ruswarp – (Free velvet pouch while stocks last) – £4.90

R6: Ruswarp – with back ring (Free velvet pouch while stocks last) – £4.90

R7: Ruswarp – for mobile 'phone etc. (Free velvet pouch while stocks last) – £4.90

R8: Ruswarp key ring – (Free velvet pouch while stocks last) – £6.50

The 2009 FoSCL
Christmas Card.

75p each – five for
£3.50



News Notes

Settle station project

During 2008 discussions took place with North Yorkshire County Council who were aiming to enhance the transport hubs and links of West Craven mainly with Bentham and Settle stations. The Development Company were asked to look at delivering a project at Settle station which would enhance train service information provision for passengers and encourage use of that and the local bus services.

Settle station is a 'large' Midland Railway designed station and is generally perceived to be the start of the Settle–Carlisle journey. It is a Grade II listed building in an area heavily used by tourists but with a growing number of commuters who choose to live in the Settle area and travel to the West Yorkshire cities. It is a busy station almost all year round. On the whole, the building was in relatively good order although very few enhancements had taken place and some structures were looking particularly sad – i.e. windows and bargeboards. There has never been any hot water for staff or passenger use. During 2007 work on the station had enabled the installation of low-energy lighting, roof insulation and Biomass stoves, providing

heat in the down shelter and the old Ladies' waiting room.

However the old Ladies' waiting room' was very rarely utilised, as the Ladies' toilets were located at the rear of the room. This represented a large area of wasted space. We proposed this room be turned into a passenger information room. This space would provide displays and information on the S&C, plus up to the minute real-time passenger information on train running. Local information would include bus connections, bike and taxi hire details, accommodation providers, local events and information on groups and community exhibitions.

In order to achieve the passenger information room it was necessary for the existing Ladies' toilets to be relocated. Northern Rail were also keen to meet one of their long-standing objectives, staff toilets and mess area. Northern were originally looking at a fairly unpopular design of putting the staff toilets and sink in an area within the booking office. Fortunately both these objectives arose at the same time and we were able to solve both problems with a redesign of the whole southern block of the station which had at that time housed the



Heidi Mottram, *Managing Director of Northern Rail* (r) unveils a plaque to mark the refurbishment of Settle station with Marion Armstrong of the S&C Development Company.

Photo: Pete Shaw

Gents' toilet, a coal shed and gardening room.

The capital funding raised by the Development Company enabled the complete refurbishment of the southern end block of the station to incorporate:

- a fully refurbished Gents' toilet
- a disabled/assisted toilet with baby changing facilities
- two new women's toilets
- the installation of a dedicated staff toilet and kitchen area.

In order to maintain the heritage integrity of the station it was necessary to reduce the floor level of the disabled toilet by about 2 inches rather than installing ramps etc., on the platform side of the building.

The old Ladies waiting room was then fully refurbished and furnished to provide a heritage feel with modern technology for up-to-the-minute information for passengers. A heritage style bench was built into the room in order for the room to keep its clean lines and Midland Railway feel. A 44" flatscreen shows real-time train running and the station is a wi-fi hotspot. We hope this will encourage easy access to web-based information and encourage use and appreciation of the station by all age groups. Again thanks to NYCC for helping

to fund this technology and to DB Schenker (previously EWS).

Our good friends at the Railway Heritage Trust then offered to fund the replacement of over 20 badly rotten windows and for the bargeboards to be repaired. We now have a consistent and sharp appearance to the windows at the station whilst still proudly Midland Railway style.

For the staff to be able to access the toilet and kitchen area in the south block from the booking office, a Midland style door was knocked through and new wall with extra security features put in. The staff area also contains the hot water tank and sink and cupboards.

The Friends of the S&C also assisted the project by funding the replacement of their shop windows and those of its storeroom.

This summer saw the arrival of ISS painters, Stewart and Mark. Our thanks to them for all their hard work and cheerful attitude to the work – the station looks as lovely as it has ever done – with always the icing on the cake being the flowers, tended on a daily basis by Eric Stanley

Northern Rail and Network Rail now have a station to be proud of with new toilets for the public, a passenger information room with modern technology

The 'Small Station of the Year' plaque.

Photo: Pete Shaw



and the staff have for the first time ever their own toilet and kitchen area with hot water. The extra toilets are a real benefit to the many passengers and for the first time ever we can provide disabled facilities.

None of the improvements at the station would have been possible without all the partners supporting the work and we are particularly grateful to all the funders.. Thanks also to our excellent contractors, JMD Developments who did a really first class job on the station. My own thanks to the station staff who endured all kinds of conditions to keep the station going throughout the five weeks of building followed up by six weeks of decorating and remained cheerful and positive throughout.

Our reward for all the work has been the really positive comments from passengers using the station. Last week a couple arrived from Leeds and stated to staff that they didn't realise stations like Settle existed any more! They were full of praise. The station was also recognised by being awarded the best small station at the National Rail Awards in September (look out for the article to appear in RAIL soon). Heidi Mottram officially opened the station refurbishment on Friday 25th September so

we are proud to not only assist our good friends at Northern but improve surely one of England's (now) most fantastic stations!

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

ACoRP Community Rail Awards and Carlisle Railway Festival

The last weekend of September saw a number of railway events at Carlisle, which strongly featured the Settle–Carlisle line. Friday was a day of Scenic Seminars on the S&C, the Cumbria Coast and Windermere lines and Association of Community Rail Partnership's Community Rail Awards; Saturday saw a major rail festival at Carlisle Station and Sunday featured a timetabled service of passenger trains on the Cumbrian Coast line for the first Sunday in thirty years.

Scenic Seminar: Richard Morris, FoSCL Secretary, and I travelled with representatives of the railway industry from throughout the country on the 08.53 from Carlisle to Settle. During the on–train seminar, we were able to highlight the various projects and continuing work undertaken by the Friends, the Development Company, the Trust and other



Joel Walker (l) and Anne Ridley at the ACoRP Awards Ceremony.

**Photo:
Marion Armstrong**

volunteers. Following an opportunity to look around the refurbished Settle Station and the newly opened passenger information room, the group travelled on a Little Red Bus to Ribbleshead to learn more from Tony Freschini.

Community Rail Awards: Shortlisted nominations for S&C projects were:

- Community Art Scheme: The Friends of the Settle–Carlisle Line and Sculptress Joel Walker for the Ruswarp Statue at Garsdale Station.
- Best Station/Train Retail Outlet: Settle–Carlisle Railway Development Company for the Trolley Service operating on Settle–Carlisle Line trains.
- Station Development: Friends of the Settle Carlisle Line, Network Rail and Railway Heritage Trust for Garsdale Railway Station.
- In addition, Cafe Express at Skipton Station is nominated in the Best Station/Train Retail Outlet category.

3rd place was awarded in two categories; for the Ruswarp Statue and the Trolley Service.

The Railway Festival at Carlisle Station featured a wide range of attractions for everyone. As well as a wide range of railway stalls, local food–producers offered

FoSCL Volunteers at the Carlisle Railway Festival.

Ruth Evans is in the front centre.

Photo: Anne Ridley



a great range of meat, vegetables and cakes. Thanks to Marion Armstrong, the S&C stand featured a photographic display showing stations past and present, which highlighted the vast improvements made in the last twenty years.

The organisers were grateful to FoSCL for providing stewards for the event and to Ruth Evans for making the necessary arrangements. Anyone attending the event could not have missed them, their high visibility Settle&Carlisle vests definitely gave the S&C a strong presence. As part of the event, Ruth also arranged a guided walk in the Armathwaite area linking to the train departing Carlisle at 11.51.

This was a great weekend for the S&C and for all the organisations who work to maintain, improve and promote its use.

**Anne Ridley –
Settle Carlisle Railway Development
Company**

Train Naming

During the festival, a train was named after Councillor Bill Cameron, one of the great names from the fight to save the S&C.



Above: 46115 Scots Guardsman with the 'Waverley' headboard approaches Ais Gill.

Photo: Andrew Dennison

Below: Ex-LMS 4-6-0 Class 5 no 45231 storms towards Helwith Bridge with the Sunday charter from York to Carlisle and return on 16 August. **Photo: David Mathias**





Above: A1 Pacific 60163 Tornado hauling the Worcester–Carlisle charter at Selside on 10 October.

Photo: Chris Dyson

Below: Coming south at Helwithh Bridge is ex-LMS Pacific 4-6-2 6201 Princess Elizabeth with the Cumbrian Mountain Express on 23 August. **Photo: David Mathias**



The Borders Express

On Saturday 19th December HF Railtours present The Borders Express from Manchester Victoria, Bolton, Blackburn, Clitheroe, Hellifield and Settle to Carlisle – returning by the same route. This train will be hauled by double heading West Coast Railways class 37 locomotives.

Santa will be onboard and will present all the children with a gift on the return journey

Prices: Premier dining £149 (Full English breakfast with bucks fizz followed by a four course Christmas dinner on the return). First class £75 (morning coffee and Danish pastries, tea and biscuits on the return). Standard class £45. Table for two supplements £15 per person in premier and first class. Please note that premier dining is not available from Hellifield or Settle.

Bookings to Spitfire Railtours: PO Box 824, Taunton Somerset TA1 9ET. TEL: 0870 879 3675 email: www.spitfirerailtours.co.uk Online booking will be available at: www.hf-railtours.co.uk

A great money-saving Winter offer for Dales Railcard/FoSCL Gold Card Holders from Northern Rail Ltd

The £6.00 flat fare offer will be available to Dales Railcard holders from Monday, 19 October 2009 until Saturday, 6 February 2010. And you can save even more this year as the flat fare for accompanying children is less than that last year.

The offer is for a day return ticket valid on the Settle–Carlisle line including Brampton and Wetheral on the Tyne Valley line and on the Leeds–Morecambe line. The normal Dales Railcard area of travel will apply. Up to four children can accompany Dales Railcard holders for a flat fare of £2.00 each. A break of journey is permitted on outward and return journeys. There are no restrictions relating to time of travel and the offer is available during the Christmas–New Year period.

The flat fare ticket can be purchased from staffed stations on the day of travel or in advance. When booking offices are closed, or if you are boarding the train at an unstaffed station, you should purchase your ticket from the conductor on the train.

No further discount for children, concessionaries or railcards is permitted with the offer and it cannot be used in conjunction with any other promotion.

If you would like more details about the Dales Railcard Scheme, go to:

http://www.settle-carlisle.co.uk/railcard_info.cfm.

If your Dales Railcard has expired, has lapsed or is due for renewal, you can get an application form at:

http://www.settle-carlisle.co.uk/railcard_form.cfm

Anne Ridley – Settle Carlisle Railway Dev Co

Metrocard Offer

Metro has teamed up with Northern once again to bring this offer to MetroCard and Metro-issued Concessionary pass holders, so look out for full details. The offer will run from Monday 2nd November 2009 to Friday 12 February 2010. The cost is £8.00 for the day–return ticket. The ticket is available from Leeds, Bradford Forster Square and stations on the Aire Valley route up to and including Skipton for travel to any station Hellifield to Carlisle. Return can be from a different station. Seats **cannot** be booked in advance and there are no trains on Christmas and Boxing Days.

Winter Bus Links

Although the superb Sunday connection from Ribbleshead to Swaledale has now finished for the winter (we hope to repeat it in 2010), there are still some great bus links off the S&C to broaden your horizons. The Saturday bus from Dent Station to Dent Village and Sedbergh continues to connect with the 0849 from Leeds but watch out for train service alterations on the way home

which could affect connections.

A great new service is the Little Red Bus on weekdays between Settle and Malham which offers a flexi-bus service on Monday, Tuesday and Wednesday if booked 24 hours in advance – ring 01524 262753 for details and bookings. This starts at Giggleswick Station at 09.30, connecting with the 08.19 Leeds to Morecambe train, which arrives at Giggleswick at 09.24. There's also a timetabled service on Thursday and Friday but it leaves Settle before the train arrives! – but connects at Giggleswick out of the 08.19 Leeds – Morecambe.

There are also Monday to Saturday buses from Settle to the Forest of Bowland, Clapham Village, Ingleton and Kirkby Lonsdale.

On Sundays, buses continue to provide excellent connections to Grassington (for Kettlewell and Buckden) and Bolton Abbey from Skipton Station every week (in addition to the weekday buses to Grassington, Hebden, Kettlewell and Buckden) whilst there is a bus on selected Sundays through the winter to Malham (in addition to the regular Saturday service and limited service on Monday, Wednesday and Friday). Please see www.dalesbus.org or the Metro Winter DalesBus booklet for details.

John Disney

Garsdale to Hawes Bus

There have been two significant improvements to the Little Red Bus times in the Garsdale to Hawes service.

Previously, the Monday to Friday bus was scheduled to leave Garsdale station at 10.05 to go into Hawes, but the first train from Leeds does not arrive until 10.21. The bus time has now been altered to depart at 10.25, thereby ensuring a connection for visitors from the south to catch the bus into Wensleydale.

Similarly the evening Monday – Friday bus from Hawes used to leave at 19.00, arriving at Garsdale at 19.27, but the last

train towards Leeds went at 19.15. This bus time has been altered to leave Hawes at 18.50, arriving Garsdale 19.05, ensuring a connection for passengers towards Leeds.

Neither of these alterations have affected connections going the other way; so they are all beneficial. Furthermore, there are no additional bus miles, fuel costs, or driver hours extensions. An excellent provision.

And the Little Red Bus will take you to/pick you up from places off the normal route if time allows. This should be arranged in advance by phoning the bus driver on: 07971 061 113.

Pete Shaw

Ribblehead Station Visitor Centre

Winter openings are 0930–1630 on Saturdays, Sundays and School Holidays only, from November to February inclusive. For Christmas openings, please check the website (www.settle-carlisle.co.uk). Group visits can be booked outside these dates by prior arrangement. On Thursday December 17th there will be a Carol Service at Settle station. All are invited to attend from 17.00 with the service times to start with the arrival of the train from Carlisle at 17.42.

Ruswarp Attracts Canine Visitors Too

The bronze statue of Ruswarp at Garsdale station continues to pull in the crowds by train and by coach. The small garden surrounding the statue and tended by FoSCL volunteer Mel Mawdsley has come in for praise, not least from sculptress Joel Walker who visited during the autumn. Just one problem – at least one of the shrubs is suffering from the three legged attention of some of our four legged friends, if you see what I mean. Do any of our gardening experts know of K9P-resistant plants? Mel would like to hear from you.

Kirkby Stephen Station

Towards the end of August Andrew & Rachel Griffiths (and their three rescue dogs) moved in to Kirkby Stephen station as residential caretakers for the Settle & Carlisle Railway Trust. Andrew had previously worked for 7 years on the railway, firstly as Business Manager for Wessex Trains (looking after the scenic branches of Devon & Cornwall), and ending up as Head of Environment for First Great Western, before being made redundant earlier in 2009. Rachel set up Imagerail in 2002, providing graphic design and photographic services to the rail industry in the West Country. Now Imagerail operates from the Midland Railway Room on Kirkby Stephen station (hard to think of a better address for a rail company!), is national in scope and also offers Andrew's commercial consultancy skills in marketing, market research, community rail and development planning.

Part of the Midland Room has also been opened up by Imagerail as a shop, selling light refreshments (including home-baked cookies and flapjack), prints and railwayana. Winter opening hours are flexible at this stage, but will normally be 0920–1720 Mondays to Wednesdays and Fridays, and

1420–1720 Saturdays. In addition, the shop will open longer at weekends when special trains are passing through Kirkby Stephen, and by arrangement at any time for parties of walkers – when tasty home-made soup will also be on the menu. Imagerail can be contacted on 01768 800208 or enquiries@imagerail.com.

Andrew and Rachel are keen to see Kirkby Stephen station develop as more of a centre for the community, and have already produced a station-specific times, fares and access information sheet (downloadable from www.imagerail.com), and worked with the Upper Eden Community partnership to produce a poster showing how passengers arriving at the station can walk or take the bus down to the town. A long-term goal was to have a fully-specified automatic weather station, as at Ribbleshead – but thanks to the generous support of FoSCL this has been delivered already. Have a look at the following: www.mylocalweather.org.uk/kirkbystephen to see how much better – or not! – the weather is at Kirkby Stephen compared to Ribbleshead. The facility is especially useful for those planning a walk or photographic trip in the area, and to local residents of course.



Rachel Griffiths
at work in Kirkby
Stephen station.

Photo:
Andrew
Griffiths

Special Traffic Report

July 27th	5690	Lancaster – Carlisle
Aug 1st	37604 + 37607/66430	Wolverhampton – Carlisle
Aug 1st	6201	Carlisle – Liverpool
Aug 2nd	46115	York – Carlisle
Aug 2nd	37401 + 37670	Carlisle – Holyhead
Aug 5th	46115	Lancaster – Carlisle
Aug 8th	6233	Carlisle – Crewe
Aug 9th	5690	York – Carlisle
Aug 13th	5690	Lancaster – Carlisle
Aug 16th	45231	York – Carlisle
Aug 18th	HST	Heaton – Derby, test train
Aug 20th	5690	Lancaster – Carlisle
Aug 23rd	6201	Carlisle – Liverpool
Aug 24th	45231	York – Carlisle
Aug 29th	6201	Carlisle – Chester
Aug 30th	70013	York – Carlisle
Sept 2nd	5690	Lancaster – Carlisle
Sept 9th	5690	Lancaster – Carlisle
Sept 12th	70013	Stevenage – Carlisle
Sept 19th	67	Alnmouth – Chester
Sept 19th	6233	Carlisle – Peterborough
Sept 19th	70013	Carlisle – Cleethorpes
Sept 23rd	45231	Lancaster – Carlisle
Oct 3rd	60163	Doncaster – Carlisle
Oct 4th	60163	Doncaster – Carlisle
Oct 10th	60163	Worcester – Carlisle

Pete Shaw

*60087 at Birkett
Common with
the 6K05
engineer's train
on 09/07/09*

**Photo:
David
Hunter**



Obituary Peter Craven



It is with great sadness that we mark the passing of Peter Craven on 8th October. I met Peter and Kay in 2004 soon after they had retired to Gargrave. I noticed a sticker for the North York Moors Railway in

the window of their car, guessed that Peter might be a kindred spirit and raised the subject of railways and in particular LASRUG with him. He told me that his career included having spent £300 million which Eurotunnel did not in fact have by managing the installation of the lighting system in the Channel Tunnel.

It seemed a fair bet that he knew a thing or two about railways and the people who manage them. When John Bearpark retired as Chairman of LASRUG in September 2005 I therefore persuaded Peter to put himself forward to take on this mantle. This he did with distinction until ill health forced his retirement in 2008. In particular he made himself available to wave the LASRUG flag at a succession of meetings of different bodies during the daytime when work commitments made it difficult for others. I also remember dark cold evenings gritting the platform at Gargrave station with Peter when LASRUG undertook that work.

As Chairman he attended committee meetings of the Friends as the LASRUG representative and, in typical fashion,

became directly involved in the work of the Friends, advising on station lighting systems and assisting on the Ribbleshead Station Master's House project.

Peter's interest in railways was almost life-long. He was born in Lewisham from where the family moved to Orpington. He left school at 16 to take up an apprenticeship at Small Electric Motors in Beckenham. Not surprisingly his National Service was in REME, much of it based at Woolwich. Unusually this meant that he was based at home and commuted to Woolwich daily. Peter and Kay were married in 1960 at All Saints Church in Orpington and it was there that they brought up Andrew, Paul and Rachael.

Peter's father had originated from Horsforth so the North had a pull for him and for a short while he worked in Durham. However soon he moved to W. S. Atkins in Epsom. The family moved near to Guildford. W. S. Atkins seconded Peter to Eurotunnel during the construction of the Channel Tunnel. In addition to his work on the lighting system his talents were called on to help to solve persistent problems with the traction catenary to enable the Tunnel to open. From 1994 Peter therefore became an employee of Eurotunnel.

Gargrave came to the attention of Peter and Kay in the course of a boating holiday on the Leeds and Liverpool Canal. It was within striking distance (and an easy train journey) of the home of Andrew and his family at Hest Bank. Peter and Kay soon immersed themselves in village life. Few were the village events at which one did not see them (and hear Peter's guffaws of laughter) and Peter steered the Parish Council in the right direction on the vexed topic of the village Christmas lights. Because no allotments were available at Gargrave Peter and Kay took one at Settle.

About 18 months ago Peter was diagnosed with Progressive Supranuclear Palsy. Imperceptibly at first movement and

co-ordination became more difficult but then the disease progressed rapidly and Peter became wheelchair bound. Throughout his illness Kay cared for him at home. Her fortitude and endless good cheer are a source of marvel and wonder in Gargrave. Almost to the end of his life, Kay pushed Peter in his wheelchair to village events and they attended the AGM of the Friends and LASRUG coffee mornings. Kay also took him to the allotment which she retains. The nature of the illness was such that Peter could understand what was going on and what was said to him but could not respond. Kay therefore took every opportunity to encourage the rest of us to speak to Peter.

Peter's suffering is now over but our sympathy goes to Kay and all the family for their sad loss. We shall all miss Peter's wisdom and good humour but we are delighted that Kay intends to maintain her connections with LASRUG and the Friends.

Hugh Turner

Joint Chairman, LASRUG



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2010 Settle–Carlisle Railway Calendar

**13 colour photographs of steam and diesel trains
in scenic locations along the line.**

Approx A4 landscape size. £8.63 inc p+p

please make cheques payable to 'FoSCL'

by Pete Shaw Photography

From:

Mrs Kath Smith

FoSCL Sales

2 Betsy Lane, Temple Sowerby

Penrith CA10 1SF

News from Other Lines

Wensleydale Railway plc AGM

At the Annual General Meeting of the Wensleydale Railway plc, held in Northallerton on October 10th, long serving member Mrs Ruth Annison retired from the Board.

It was Ruth Annison who called the first public meeting in 1990 to explore the possibility of re-opening the line for passenger traffic. From that the Wensleydale Railway Association was formed. Ruth was Secretary for 16 years. Then the plc was launched to own and operate the railway and she became a founder director, taking over as Chairman in 2005.

Retiring as Chairman at the end of their financial year last Easter, she continued as Marketing Director until the AGM. The enormous contribution that she made was recognised by new Chairman Dr Ian Sesnan and several speakers, including Chris Leah – until recently Safety Director at Wensleydale and former Network Rail Board Safety Director who said that hard decisions had to be addressed and she made them. The Board of Directors presented her with a Gold Pass for lifetime travel on the Wensleydale Railway anywhere between Northallerton and Garsdale. No doubt FoSCL will be there to welcome her when the first through train arrives at Garsdale.

Pete Shaw

A Whiff of Steam

Most people over a certain age will have their own memories of the 'great' days of steam. Mine include, as a very young child, being terrified by a locomotive suddenly 'blowing off' its safety valves at Manchester Victoria station whilst our family was in one of the island platform refreshment rooms which once graced that station. Why we were there I cannot recall. Later memories include the glow of fireboxes as coal was shovelled into them by crews waiting to take trains out of Bradford Forster Square station after dark. And passing the old Manningham sheds, I was always intrigued by two ancient engines, their working days presumably over and their chimneys covered by sacking, which languished in a siding there – seemingly for years.

Now, thanks to an invitation from Mrs Ruth Annison for a FoSCL representative to visit and report on the Wensleydale Railway's 'Whiff of Steam' season, I have another memory – my first trip on the footplate of a steam engine. This took place on Thursday August 20th when, after presenting my credentials to the Operating Supervisor at Leeming Bar station and signing various safety and insurance related documents, I joined the train to Leyburn



Ruth Annison receives the Gold Pass from new Chairman Dr Ian Sesnan at the Wensleydale Railway plc AGM.

Photo: Pete Shaw

where I was to transfer to the footplate for the rest of the journey to Redmire and back. Meeting the friendly crew my first impression was of orderliness. Despite the steam escaping from joints and the coal waiting to be transferred to the firebox, the boots and old clothing which I had donned were not required. And the crew took just as much care over the safety of their passengers as they would on any main line loco. Each handsignal from crossing keepers on the way was acknowledged between the crew members themselves and from the driver to the keeper on the ground. Speed limits were meticulously adhered to and gauges continuously consulted. The smells and the noise were just as I remembered them from days of old and the riding, on the

whole, not unduly uncomfortable. Perhaps the highlight was to be on the engine when it 'ran round' its train at Redmire – especially when an onlooker thought that I was the driver. One impression which some might find rather odd was the depth of the firebox and the heat which emerged when the fireman opened the door to put on more coal; also the fact that, besides coal, it was occasionally fed with rather more unusual fuel in the shape of used plastic cups!

All too soon I was back at Leyburn watching the crew water the locomotive for its next trip to Redmire. Many thanks to Mrs Ruth Annison and to the crew of 80105 (from the Bo'Ness and Kinneil Railway) for what had been a very memorable experience.

Paul A. Kampen

Steam Loco 80105 approaching Redmire on the Wensleydale railway.

Photo: Pete Shaw



SELF CATERING HOLIDAYS AT LONG MARTON STATION

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

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Long Marton Station

For more details see our website at:
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or ring David & Madeleine Adams on
0161 775 5669
or email: dgm@talktalk.net

Autumn on the Wensleydale Railway Going up the Dale! In September, Wensleydale Railway took passengers onwards from Redmire station by connecting coach and Vintage bus for lunches and shopping in Hawes; to Hardraw Brass Band Contest; the Dales Harvest event and a Classic Bus Rally; the Working Sheepdog demonstration – and a guided walk in the area with refreshments in Askrigg! The autumn programme includes special excursions listed below and Saturday/Sunday trains (only) in November.

•• Booking is **ESSENTIAL** for events marked •• – phone 08454 50 54 74 to check availability and to book. (As you read this, there may still be time to book for the November 20 and 21 events listed below). Prices are per person.

1. •• FRIDAY NOV 20: WENSLEYDALE RAILWAY'S GREAT WALKS DAY:

Choice of five different guided walks, all with pre-booked hot festive lunch. Full details of walks and menus on www.wensleydalerrailway.com £20 includes rail journey, guided walk (4½, 6 or 7 miles) and hot festive lunch.

2. •• ALSO ON FRIDAY NOVEMBER 20: Christmas shopping trip from Leeming Bar/Bedale/Leyburn/Redmire (coach connection to Garsdale station) to Carlisle via Settle–Carlisle railway. £30.

3. •• SATURDAY NOVEMBER 21: Christmas shopping trip to York with special WR 'First Event' fare offer. Coach pick-up from Hawes, Bainbridge, Askrigg, Carperby, Castle Bolton (lane end), Redmire, Preston–under–Scar (lane end), Leyburn Market Place and then non-stop to Northallerton station to catch Grand Central Railway's 10.35 train (arr. York 11.04); return train at 18.48 from York (back in Hawes approx 21.00 (9.00pm)). £10 ticket includes both coach as above and train journey!

•• **SANTA SPECIALS:** Book now to get the time and date of your choice!

Santa trains will run to/from Leeming Bar/Bedale on Dec 5/6, 12/13 and 19–24 and also to/from Leyburn/Redmire on Dec 13, 20, 21 and 22. Please note these are separate journeys. Tickets (£10.50 each for adults and children, £12 on Christmas Eve; £3.50 for babes-in-arms with gift) include the rail journey, with wrapped presents, juice and biscuits for children; mulled wine and mince pies for adults.

BOXING DAY TO NEW YEAR'S DAY: Train services and guided walks every day (no need to book), with mince pies and mulled wine on board. Also special diesel loco-hauled service on Sunday January 2, before Wensleydale Railway embarks on the annual Operation Spring Clean (new volunteers welcome!)

Ruth Annison – 01969 650349

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Impressions from a Viaduct Guide

Friday 24th July dawned with intentions for a day in Skipton. On arriving at Settle Station in good time to join the replacement bus service I bumped into Ruth Evans. Help was needed at Ribbleshead if I had the time. So off to Ribbleshead I went and thoroughly enjoyed a day preparing for the Viaduct Walk – and also Tony Beckwith's great down-to-earth humour.

I had previously volunteered to help out on the Saturday but, having been unable to be at the 2007 Viaduct Walk, I was somewhat taken aback to discover the full extent of the undertaking when I arrived. Numerous marquees of various sizes were being erected throughout the Ribbleshead Station site and people were buzzing around getting things organized. Obviously, this was not some tin-pot exercise!

Unlike the previous two days, Sunday turned into a cool, wet and dismal day. I joined the many others on the volunteers' bus from Settle and watched as the weather deteriorated on route to Ribbleshead. Once suitably geared up for the rain and preliminaries completed (including obtaining the all-important packed lunch), I set off with sledge hammer in hand to reposition direction signs at the north end of the viaduct. It quickly became apparent that the woolly inhabitants of that area had discovered the excellent scratching properties of these signs leaving two ripped from their posts and a third broken in half and covered in dirty, wet wool. With the aid of a screwdriver thoughtfully carried by a helpful Viaduct Marshall, the signs were repaired as best possible just as the first walkers were coming to the end of the viaduct. I then set back across the viaduct to be ready for my allotted time as a Viaduct Guide.

I headed my first guide trip with two obviously 'professional' walkers leading the group of visitors. By the time we reached the Station Inn road bridge, the leaders had

already left most of the group behind. We stopped to allow people to catch up but by the time the start of the viaduct was reached, our keen walkers were into top gear. Even though I stopped the group again to avoid those at the back getting lost, the two walkers were already disappearing through the group ahead and into the mist, talking happily to each other with barely a glance over the parapet.

I opted to be tail-end Charlie on my second guide trip which I found far more fulfilling. Slower members of the group tended to be those who took time to look around, admire the views (despite the limitations of the rain), chat and ask questions.

As the tail-end guide again on my third trip, the rain eased off and actually stopped for a brief period. However, the wind had picked up over the viaduct. Just before the halfway point across, I was close by a group who were together and had taken advantage of the free rain ponchos. As one lady turned back after looking over the parapet, the wind caught her poncho, filling it out. Being as she was not of a size to begin to fill a one-size-fits-all garment, she suddenly took on the appearance of a large balloon. As the wind continued to blow, the arms of her poncho suddenly filled with air making her arms spring out towards the horizontal. Everybody around saw the funny side of the situation, even the lady herself. The poor lady forced her arms down to her sides but the wind was not giving up, repeating the scarecrow effect a couple more times.

Following my fourth guide trip, we started the wind-down and clear-up. What had become apparent throughout the day was how well the entire event had gone. While the walk could not have gone ahead without the great number of volunteers involved, it would not even have got off the ground without a vast amount of planning and preparation. Although I have assisted with various events, both in the U.K. and

the U.S.A. this was the first whereby the planning was as near perfect as you are ever likely to achieve. Sincere thanks must go to all those who put in time and effort on the preparation but particularly Ruth Evans and Tony Freschini.

Contrary to the not-infrequent negative media reports concerning Network Rail, on Sunday the 26th, the helpfulness and flexible attitude of the team at Ribbleshead was an eye-opener, even going to the extent of finding a pair of boots for a gentleman who had turned up in open-toe sandals! After an enjoyable, memorable and very soggy day, I thought that a final comment made by one of the key Viaduct Walk planners was in true, classic Yorkshire style – “Who would have thought that 3,000 people would have paid and turned up in the pouring rain just to walk across a bridge!”

Rob Gingell

That WAS the Age of The Train

Today's Settle–Carlisle maximum line speed is just 60 mph. The current engineering works should enable that figure to be increased to 75 mph. Good news. Or is it? Ken Shingleton puts it into perspective by reminding us of a run in 1902, reported by the renowned railway author OS Nock in his book " The Settle and Carlisle Railway. A personal story of Britain's most spectacular main line":

1) 1902 – Loco. 4–4–0 No.2607 hauling 320 tons starting from Ais Gill, after detaching the pilot loco. in 75 secs.!!

Ais Gill to Carlisle, 48.3 miles in 41min. 55secs. with 90mph. at Smardale and Ormside, 86¹/₂ at Little Salkeld.

Av. speed from Kirkby Stephen to Lazonby 84.3 mph.!

2) 'Hadrian Flyer' Special ; 1967. Loco. Deltic No.D9005 hauling 365 tons from Newcastle to Kings Cross via S&C.

Carlisle (start) to Hellifield (pass), 76.8 miles in 64min. 10secs. incl.2 pw slacks to 56mph

at Kirkby Thore (!) and 53 at Mallerstang. Noteworthy speeds; 92 at Langwathby on generally rising grade, 73 at Kirkby Stephen, then 63 at Ais Gill after the Mallerstang slack. On the descent, 90 at Blea Moor, and 91 at Settle Station easing to 80 over Settle Jcn.!

Ken comments: “With a snappy connection from Pendolino at Carlisle, Northern could schedule 3hrs. Glasgow and Edinburgh to Leeds, less than 4hrs. to Sheffield and say 4.40 to Notts: Northern as trail blazer into a new railway age?”

For the railwayman/woman of today in 21st. century, this remarkable achievement at the beginning of the 20th. challenges in several ways. The detachment and removal of the assisting loco. at Ais Gill allowing the express to be detained for no more than 75sec. represents wonderful co-operation between the locomen of both locomotives and the signalman, (almost certainly male in those days!) Compare with recent allowances for such at Preston/Carlisle in recent times! (35 minutes by a Class 57 and Pendolino). The driver must have had supreme confidence in those who laid and maintained the track to run at such speeds, when everything was done manually, without the sophisticated technology available today. Since we now know the semaphore distant signals of the time were inadequately sighted for such speeds, I suspect the weather was fine, allowing the driver to use his intimate knowledge of the 'road' to good and safe effect. He did not benefit from any audio-visual system available today either. I do wonder whether a system of 'double-block working' may have been in force for expresses in those days? Maybe any Member with a signalling background could throw light on this query?

The whole operation is a marvellous tribute to our predecessors, is it not?'

Ken Shingleton

Reviews

'2010 Settle–Carlisle Railway Calendar' by

Pete Shaw

Now in the 16th year of production, the new calendar follows the established format, being approximately A4 size, with 13 colour photographs of steam and diesel trains in scenic locations along the line. Printed on silk paper with high gloss varnish on the photographs gives a quality finish. The trains in the landscape show off the S&C to best advantage, and of additional interest to rail enthusiasts, the trains provide variety too; featuring steam locos Princess Elizabeth, Duchess of Sutherland, Scots Guardsman, Leander, and Tangmere. Also, diesel classes 37, 47, 56, 57, 60, 66 and HST.

The calendar is available from the FoSCL Christmas Sales Department at £6.99 plus £1.64 p+p (see Page 12).

'Britain from the Rails. A Window Gazer's Guide' by Benedict le Vay

I am an inveterate gazer through the train window, no matter how many times I have travelled a particular line. No book or newspaper or forty winks for me! I have travelled over the S & C hundreds of times, but still I look out, and still I often see something I haven't seen before: a glimpse of the long–redundant Lunds church just before going into Shotlock Tunnel going south; Fox Tower in Helbeck Wood above Brough; a deer in Smardale. And on I could go.

Now for us window–gazers there has arrived the definitive book: Britain from the rails. A Window Gazer's Guide by Benedict le Vay and published by Bradt.. This is above all a book of descriptions of rail journeys. From the Far North Line to Wick and Thurso to the Great Western line to Penzance the Window Gazer is catered for, and in addition there are maps, railway trivia, engineering insights, 'a window gazer's guide to rail things' etc, etc: a goldmine of railway information.

Needless to say our own railway is featured, under the compelling title of The Wonderful Settle & Carlisle Railway: don't Settle for anything less!, and the first sentence is an alliterative master–piece: "The Settle & Carlisle is a mad, mountainous, miraculous, marvellous, mysterious, mean, moody, magnificent, massive and masterful main–line Midland railway". Beat that! And each of those adjectives is generously qualified in turn.

This year I made it to Kyle of Lochalsh and Corroul; next year I intend to go to Georgemas Junction en route to Wick and Thurso, and that journey, plus, I hope, many more, are going to be made a great deal more enjoyable with the help of this excellent book. Hopefully it will help many more rail travellers to forsake their newspapers, their naps, their books and their lap–tops to join the ranks of us Window Gazers. They just don't know what they are missing.

Bill Greetham

'A Dales High Way Companion' by Tony and Chris Grogan

This book of 112 pages contains a tour along the Dales High Way, a 90 mile long distance walk from Saltaire, in West Yorkshire, to Appleby, in Cumbria. FoSCL members Tony and Chris published 'A Dales High Way' last year which was a route guide. This new book is a more in–depth look at the landscape, geology, scenery, towns and villages en route, plus botany and zoology. It is meant to do as its title suggests – be a companion book to the original guide, a purpose it will serve very well, but I found it to be an excellent stand–alone read too. Well written text, maps and drawings – copiously illustrated with black + white and colour photographs, it would make a fine present for you, or a friend. Thoroughly recommended and available from the FoSCL Christmas Sales Department at £9.99 plus p+p £1.70 (see Page 12)

Pete Shaw

L.N.W.R. No 1192 2-2-2 Lazonby

As we all know, the L.N.W.R. and the M.R. routinely fought for dominance like Tom and Jerry. How then could it have been possible for an L.N.W. locomotive to be named after the traditional rival territory of Lazonby?

Apart from platform end and ink-stained A.B.C.s, the first railway text book that I owned was O.S. Nock's *The Premier Line* and, at my early age, I was aware of a reference to an L.N.W.R. 2-4-0 Precedent or Jumbo No 512, called Lazonby. Being a Mancunian, the name conveyed nothing. Half a century later, however, I am privileged to be living in the village and adjacent to our railway as a further bonus.

As a local history devotee, I discovered that the builder and owner of Lazonby Hall was a Colonel Henry Dundas Maclean (b. 1800) who was, amongst other things, a director of the Lancaster and Carlisle Railway (which was later absorbed into the L.N.W.R.) from its inception in 1844 possibly up to his death in 1863. Thus there was a connection between No 512 and the village. What troubled me though was that the locomotive wasn't built until 1880, seventeen years after Colonel Maclean's death. So I felt that my connection might not be so secure after all. Neither could I find any mention of an earlier Lazonby in Nock's book.

L.N.W. expert and fellow Bahamas Society member Mike Bentley came up with the answer and I am indebted to him. There had been indeed been an earlier Lazonby, a

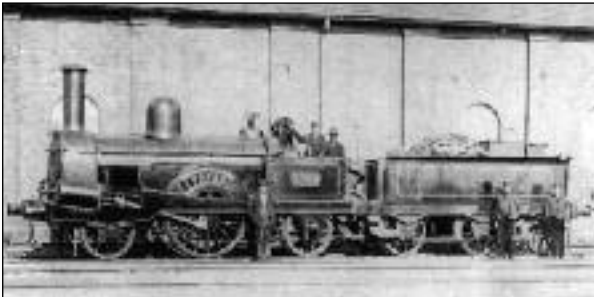
Crewe single, but built for the Lancaster and Carlisle Railway in 1857. The time coincided with Col. Maclean's tenure as Director so the connection with our village is firm. Mike also kindly gave me a photograph of the locomotive as L.N.W.R. No 1192 taken in 1891 and I hope that readers will be able to pick out the name. We think that the location is Wolverhampton (Stafford Road) Shed. Can anyone confirm?

For the record, No 1192 survived until April 1880 when she was scrapped to be replaced later in the same year by the 2-4-0 Precedent No 512 which perpetuated the name, a common practice on the L.N.W. company. The second Lazonby was a long lived engine, surviving until August 1929 as L.M.S. No 5003.

There could have been no political misgivings with the name in 1857 as it was almost two decades before our rival line became a reality. On the other hand, I doubt whether the L.N.W. would have used the name in 1880 had there been no predecessor. Some Precedents were painted red from 1923 but sadly not our subject, which remained black. What a reconciliation such a repainting would have been! Neither is there any record of her steaming along our line through her namesake village in her brief L.M.S. career. So far, we have failed to unearth a photograph of the second Lazonby. Again, can any reader help?

A final interesting snippet is that a subsequent owner and occupier of Lazonby Hall was industrialist and railway enthusiast Sir Gerald Ley who co-owned *Sir Nigel Gresley* at one time. He also cut down a swathe of trees between the hall and our line so that he could see what was going on in the days of steam. It follows then that you can catch a glimpse of Col. Maclean's former residence the next time that you are heading north for Carlisle.

Mike Oliver



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.

Kirkby Thore Engineering Works – a local's view

As one of those people who went to Downing Street to fight the Line's closure, I was delighted to see £6m being spent on the S&C. I was interested to read in the last issue of the magazine the reports by Mark Rand and Stuart Marsh on the project; however I need to express some points of dissatisfaction on the operation for those of us living close by who are not amphibians.

For some inexplicable reason the local Highways Engineers decided the preferred route to the site was through Long Marton village. One wonders why material could not be brought to a local railhead. We shrugged and decided that we had to put up with the disturbance for a while. I know people at places like Settle have to put up with such traffic all the time but their roads have been upgraded for it. The trucks rolled incessantly and drivers had little regard for our minor roads and verges. Complaints were made to the Community Liaison call centre but without effect so I emailed Network Rail's Chief Executive Iain Coucher. That brought an instant response through Stephen Townley the Project Manager. He confirmed damage was being caused to our local roads and agreed the verges would be restored.

The project is now complete but we are still waiting for the contractors to finish the verge restoration. Their first response was to lay hardcore in the roadside ruts, effectively widening the road. We want to see the road restored to a narrow country lane with traffic travelling at a speed that reflects this. So we are presently awaiting a complete topsoiling of the damaged verges.

One effect of heavy traffic was the collapse of some walls – I expect vibration

played a part. Stephen Townley agreed a small payment to repair Long Marton church wall – more of this would be welcome: thanks Stephen.

If there are lessons I would suggest that if you hear of projects in your area do not assume that you will be considered – contact your local Highways Engineer, photograph your environment, stand up for your countryside. Remember finances are becoming difficult for local authorities and they are not going to repair damage once the contractors have left. Do not rely on the liaison call centre (you are just one of many national sites), find out who the Project Engineer is and deal direct. Finally everyone needs to be aware that these large projects will inject in to your locality not just noise and aggravation but excessive amounts of gravel which has been used to urbanise many patches of beautiful countryside. This is a sad outcome.

More consideration needed please Network Rail.

Carl Bendelow – by email

Is the S&C Still a Well Kept Secret?

I think that one of the jobs for the new press officer is to try to educate travel editors of London based newspapers on the fact that the Settle–Carlisle provides the best means of rail access to the Yorkshire Dales and Eden Valley – it seems they cannot think beyond the East and West Coast Main Lines. I assume this is because there is no direct train service to London and they cannot contemplate changing trains even though Kirkby Stephen now has its best ever rail service to London.

The very expensive guest house the Observer was reviewing also makes no mention of its proximity to Kirkby Stephen

station on its web-site. It assumes guests arrive by car although it has very recently listed the S&C amongst things to do – when I first looked at the website, there was no mention.

20 years after the line's reprieve, it seems that there is still a lot of ignorance about the S&C even though it now has a good train service.

Philippa Simpson – by email

(The Observer wrote to Philippa – who has been both Assistant Secretary and Editor for FoSCL – as follows: *In response to your first point, that travel editor disagrees – he feels that going the Oxenholme route is faster overall, whereas going to Stevenage and getting a taxi would be slower than getting a train into London. However, on your second point, in his email to me he says: "the reader is absolutely right – not all our readers do live in London, and so it was inappropriate to give just the fastest route from London. Normally we try to avoid picking out London as a starting point, but it slipped through the net on this occasion. We will make sure we don't make the same assumption in future reviews." And he concludes: "Thanks for your interest and we will certainly endeavour to check out the Settle–Carlisle line"*).

Visitors from Afar

As a brand new member of the FOSCL I would like to say how much I enjoyed reading the latest magazine no 117. I live down on the South Coast and have made three trips to Settle over the last two years for holidays. My last visit was early September and I again made very good use of my Freedom of the North West pass 4 in 8 day – I note that Northern are now promoting these rovers more actively although they have put the price up. Nevertheless it is still a very good deal.

My impression is that the Settle–Carlisle is a premier example of what can be achieved by public–private partnership. In particular the very high standard of presentation of all stations thanks to input

from volunteers. One point to note is that on Sunday 6th September Appleby station was closed in the afternoon of my visit–presumably due to lack of volunteers? I did find this surprising given the size of Appleby relative to most of the other stations on the line–many of which seemed to be open that day. As for Ribbleshead there is even heating in the waiting room on the west side of the line–beat that for comfort!

On my visits to Settle I always come up by train and can get to most places easily by public transport. I was impressed by the availability of bus services to Hawes, Leyburn as well as Clapham and Malham (courtesy the NT) on Sundays. I even spotted a post bus on the day of my departure. As I live so far away I am unable to play an active part in helping to maintain this wonderful line but will be very glad to make many return visits and recommend it to others.

John Wickens by email

(Editor's Note: *The booking office at Appleby, like that at Settle, is part of the Northern Rail/S&C Development Company professionally run operation; whilst the FoSCL shop and gardening is indeed carried out by FoSCL volunteers*).

From North Somerset

Having just got back from patting Ruswarp's head, God bless 'im, and drinking in the ambience of both Garsdale and Ribbleshead stations on my annual pilgrimage, it's hard to imagine it's already twenty years since the line was saved. I remember doing my (little) bit by writing to my local MP, etc. and, getting the usual standard replies signed by the person who put them in the envelopes, and being of a cynical frame of mind and a "glass half empty" sort of a person, fully expecting to see that the line would be closed by a minister with relations in the scrap metal business. So, I was subsequently amazed and delighted to read that it had been spared.

As part of my personal contribution at the time, I put the FoSCLA sticker in the rear window of my old MG. It's the only time I've ever managed to apply a window sticker without creasing the damn thing or getting it out of line, and I also liked the artwork. It's still there although the car is now long retired from front line duties.

To close this down, I've also attached a scan of a press clipping from the time. I had a much bigger clipping from the Telegraph – but as usual, owing to my propensity for filing things in safe places that I subsequently can't find – I can't find it.

Look forward to the next magazine and my next visit to see the eighth wonder.

Alan Turner – by email

From Glasgow

Great job with magazine as always. I am sorry to hear about problems at AGM. It's difficult to resolve disagreements sometimes, but much easier when politeness is maintained. Also, I do agree with the Chairman's Report.

Recently my wife was visiting her Dad in Grassington and now finds it best to cycle there from either Ribbleshead or Hellifield (the road from Skipton is not bike-friendly). You can't reserve a space. She went for the last train with a connection for Glasgow on the return, but the guard nearly didn't let her on the train at Hellifield – she was struggling to remove new pannier bags – saying "trains are for people, not bikes".

It's great to read how well the line is doing and that some services are more than full, but when I happen to travel on it there are loads of empty seats. The 158 units have inadequate space for bikes. I wonder what overall average loadings are. Maybe a quarter or third of one car could be given over for bikes, buggies, luggage, wheelchairs... the things that real people sometimes have with them? The 156 units on the West Highland Line show what's possible and the first generation dmu's

guards vans how things ought to be. Cue sentimental music...

Julian Roberts – by email

Tornado and Ghosts

Last Saturday was a "first", not only for 60163 Tornado, but also for me as it was my first journey ever on the Settle – Carlisle line. The guide provided by the Friends of the Settle and Carlisle line was most helpful to us, and it is inevitable that I will use the line again on similar excursions in the future. Of particular fascination to me is the signal box at Blea Moor, which must surely rank as being the most isolated post of its kind on any UK main line. At first instance I thought that the signaller on duty there must have the easiest job in Britain, given the infrequency of traffic passing that way.

But since my journey I have gone a little further in depth into the history of the line and I have read that over the years there have been at least three accidents in which lives have been lost, in addition to those occurring in the construction of the line. Given this, even Blea Moor cannot be one of the easiest of places to work, particularly when the signaller on duty there is working the 'late turn' on a cold and lonely winter's night. With the viaduct on one side, and the longest tunnel on the line on the other, Blea Moor must be an ideal place on which to shoot a re-make of Charles Dickens' brief drama *The Signaller*.

This may seem a strange question to ask, but is this part, or indeed any part of the line haunted?

Nigel Baldwin – by email

And Finally!

On-Train Guide, trying to make polite conversation with passengers: "Are you good people from the antipodes?" Spokesman for group:

"Nah mate, we're from Australia"

• AN INVITATION •

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Rear Cover Photos:

Top: A beautiful sunset at Ribbleshead on 22nd November 1989. The reflection of the viaduct is on the roof of the photographer's car! Photo: Douglas Brown

Lower: Heading away from Ribbleshead at Salt Lake, EWS Class 66 66141 hauls a cement train bound for Clitheroe Photo: David Mathias

