



# Friends of the Settle-Carlisle Line

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**Ribblehead timber freight flow begins**



## FRIENDS OF THE SETTLE – CARLISLE LINE

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

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### Telephone Numbers

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

### Other FoSCL Contacts

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

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

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

**NEXT MAGAZINE:** Copy date for the February 2011 magazine will be Friday 21st January. Articles, news items, photographs and letters are always welcome. **Views expressed in the magazine are not necessarily those of the committee.** You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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

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

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**Cover Photo:** "Such a far cry from the dark days of the 1980s when the line seemed almost certain to close." FoSCL Chairman Mark Rand's words are illustrated by this image of timber stacked in Ribbleshead Quarry Sidings ready for loading onto the first train. 11th August 2010. **Photo: Pete Shaw**

## Chairman's Report

### FoSCL Chairman Mark Rand writes:

First of all I must say a very big thank-you to those members who have contacted me to ask that I stay on as Chairman. Your encouragement and kind words are very much appreciated. The FoSCL committee has also asked that I reconsider. One of the recently retired MPs was asked what she would miss about her job. She replied that she would not miss the death threats! I sympathise. I have only had one of those and to be fair it was a mere wish rather than a threat. Factors influencing me are:

- a suggestion that our constitution should include a time limit of say three years – at which rate I am well past my sell-by date
- the importance and likely duration of the next phase of line development (see below)
- the confusing 'Partnership' of S&C organisations which never seem to function in total harmony and might benefit from some new blood and fresh thinking.

If you want a go let me know. Please form an orderly queue.

oo000o

Sharp eyed readers of the last issue (including one railway journalist, to whom all credit) will have picked up on my article about Settle Station's former water tower which I ended by appealing for information about its history as I had 'good reason for asking'. Well, now I can come clean. My wife and I have bought it. It has been empty and on the market for a long time. Both FoSCL and the S&C Trust considered purchasing it but neither could or would. Our firm intention is to restore it to former Midland Railway glory, to live in it and to do nothing to it that could impede a future railway use and at the very least for it to be a fitting backdrop to Settle station. The purchase has prompted murmurings about (unspecified) conflicts of interest – another reason for not wanting to continue as chairman for too much longer.

oo000o

Now, down to business. The major theme of this magazine is a celebration of the fact that after years of disruption and despite the country's economic fix, the entire track, all the way between Settle and Carlisle – in both directions – has now been replaced. One very senior former railway man among our membership told me that he, and others, never thought they would see it in his lifetime. See Gordon Allen's article which is in preparation for the February 2011 issue for details. New track, new signalling, restored viaducts and tunnels – all this is such a far cry from the dark days of the 1980s when the line seemed almost certain to close.

OK, so the track and infrastructure has been renewed. But what about the passenger train service? Ron Cotton was the British Rail manager charged with closing the S&C. Those attending the 2010 AGM will have heard him and his successor Geoff Bounds revealing some of the story of those days. What has stuck with me is a comment from Ron Cotton when planning his rail journeys from his home in Merseyside to attend first of all the unveiling of the statue of Ruswarp at Garsdale and then the AGM – "Ye gods – this is the very timetable I introduced all those years ago when we were trying to get more people to use the S&C. It has hardly changed."

Yet other things have changed. Locomotive hauled trains have been replaced by diesel

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

multiple units. Passenger numbers have trebled since they hit the 300,000-a-year mark that persuaded Michael Portillo to Save It. The Settle–Carlisle line, from being on a closure hit-list is now firmly on the world stage as a glance at our visitors book at Settle station shows. Some days you cannot park your car at Settle for coaches. Group bookings are through the roof and there is a huge Partnership of organisations supporting the line. Surely a fine example of the Big Society in action.

Yet still we have a 1980s train service of poor trains, working an outdated timetable, limited to a line speed of just 60mph. That is pit lane safety speed in a Grand Prix! The line was built for 90mph in an age when trains could barely achieve it. Now that the track has been renewed the line speed can and should increase. Trains are having to dawdle to keep to the timetable. Not just passenger trains either.

In saying these things I am not criticising either Northern or Network Rail. We have worked with both those bodies to make the best out of a bad job whilst the line was, in effect rescued after decades of run down. Between us we have got through it – so far.

What is now needed, and believe me we are working hard at it, is to maximise the outcomes that we have all been anticipating once these heroic, costly and major works were completed. Now they are done, it is pay-back time. Lift-off time for the Settle–Carlisle railway line.

Let us not betray the commitment of those who fought to Save It, the investment that has now been made to restore it – and those who made the ultimate sacrifice to build it.

For the S&C, Thursday 21st October 2010 was one of those disastrous days that sometimes happen in any transport system – not just the railways.

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For the S&C, Thursday 21st October 2010 was one of those disastrous days that sometimes happen in any transport system – not just the railways. Starting with one broken rail at Kildwick and not helped by misinformation on NRES along the line, Northern's operations deteriorated through the day as freights were dispatched from Carlisle ahead of at least two passenger trains causing awful delays and disruption. I understand that at one stage THREE coach parties (two expected, one unexpected) were herded into two carriages at Carlisle. Not good. I am bound to pose the question – are there mechanisms in today's fragmented railway for enquiry and debriefings to get a clear picture of what went wrong and to avoid recurrences? I suspect not but would be delighted to be convinced otherwise.

**Mark Rand**



Royden Stock (left) – *Communications and Facilities Manager for the Development of the Midland Grand Hotel – and FoSCL Chairman*  
 Mark Rand at St. Pancras station, London, on 11/8/10. FoSCL President Sir William McAlpine Bt. unveiled a plaque to commemorate the opening of the station by the Midland Railway Company. Roy Burrows of the Roy F. Burrows Midland Collection Trust made the welcoming address and the text of Mr Burrows' speech can be found on page 28.

**Photo: Tony Spillar**

## Guest Editorial

I just wanted to add some comments to the item in the previous magazine from my good friend Tim Calow regarding Northern, the franchise and extra trains and services, which I hope are constructive and useful.

Firstly, things have moved on quite a bit since Tim wrote his piece, and not entirely in a way positive to the desire of many to see more, and newer, trains on the S+C serving more destinations more frequently. The Northern franchise has been extended by two years, and now runs until September 2015. Given the government's discussions regarding a new franchise policy, the huge national debt which it has made a priority to reduce, and the fact that the next general election is due in June 2015, that all combines to mean that the contract Northern has to run a fixed set of trains on defined routes and at defined times, is set to be with us for some years yet. Any changes to that contract would cost money, which has to come from the government purse, which means the tax payer, which means you and me – and another government priority is to reduce spending on the railways, not increase it with additional subsidy.

Tim notes that extra diesel trains could come to Northern following the introduction of new electric units to London's Thameslink network. These electric trains have yet to be ordered but will, or are due to, displace older trains to two electrification schemes approved by the previous government. Not only has the delivery of the new electrics been delayed, but at least one of the electrification schemes Tim mentions is looking extremely uncertain, so it will be into the new franchise before any diesel trains will be available for Northern or its successor, and by then they will be approaching 30 years old.

And in the meantime, there are absolutely no spare diesels available, even if Northern was allowed to use them, for, as Tim points out, a diesel unit costs a great deal – around £1 million a year for a two-car unit – to operate, including £200,000 for the lease costs. (And if any were 'spare', the Department for Transport directs who shall use them, and where; it is not for the operators to grab them.)

All, or very nearly all, rolling stock is owned by companies which are owned by banks, they are known as Roscos, and the leasing costs have to be paid by the franchised operator, in this case Northern. And since the vast majority of such costs would not be covered by revenue, even if introduced on so-called "commercial" routes, that's another sum that has to be found from general taxation. And the established Roscos are VERY reluctant to order new diesel trains, because of the long-term uncertainty over the supply and cost of diesel fuel, and new European rules on emissions from diesel engines, likely to start in 2012, will also add to the difficulties there will be in acquiring brand new diesel trains for the UK network in general. Not a very positive saga!

So, I do hope ALL FoSCL members will realise that Northern cannot acquire more or newer stock of its own will – politicians in Manchester have been putting HUGE pressure on government to provide more trains for that city, so far without any success – nor can it 'deliver on new services' as one of your correspondents suggests – the route via Clitheroe, although relatively "easy" is far from being so in practise – it's not in Northern's contract to do it, there are no trains spare to operate it, nor (probably) any paths available into Manchester, and the government is not going to increase the tax burden or the national debt to allow such spending.

**Steve Broadbent**

*Steve Broadbent is a well known railway journalist and a contributing writer to 'Rail' magazine.*

## FoSCL NOTES

### FoSCL Christmas Lunch – Saturday 4th December

For those of you who have booked for the FoSCL Christmas Lunch at the Falcon Manor Hotel, Settle, please see details below for train times and lunch arrangements. There are still a few places left.

Drinks from	11.30 – 12.30
Sit down for meal	12.30 – 12.45
Meal	12.45 – 14.30
Mark Rand	14.30 – 14.45
Stan Hall talk	14.45 – 15.30

#### TRAIN TIMES:

Train arrives Settle from Leeds – 11.46  
 Train arrives Settle from Carlisle – 11.04  
 Train arrives Giggleswick from Leeds – 11.25  
 Train arrives Giggleswick from Morecambe – 11.44

Train departs Settle to Leeds – 16.04 (17.16)  
 Train departs Settle to Carlisle– 15.45 (18.57)  
 Train departs Giggleswick to Morecambe – 17.49  
 Train departs Giggleswick to Leeds – 17.25

**Ruth Evans**

### Settle Station Open Day – Saturday December 11th

All are invited to our annual Christmas Open Day at Settle Station. All the usual ingredients (live music including Settle Voices, sherry, mince pies, Christmas tree and good company) will be in evidence. Our restored signalbox will be open to receive visitors and there will be chances to do some Christmas shopping in our Settle shop.

And of course, the town of Settle is well worth a visit at any time of the year. We look forward to seeing you all there!

## AGM Notice

**The 2011 AGM of FoSCL will be held on  
Saturday 23rd April 2011  
at the Victoria Hall – Settle**

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

**Richard Morris – FoSCL Secretary  
10 Mill Brow, Armathwaite, Carlisle CA4 9PJ  
The meeting will commence at 12.00 hrs**

**Confirmation of other details will be in the February magazine.**

**Richard Morris – Secretary**

### Langwathby Christmas Lunch

There are still some places left for the Christmas Lunch to be held on Saturday 18th December at the Brief Encounter Restaurant, Langwathby station. There will be a 13.15 start. Please book early to avoid disappointment. Full details were contained in the August magazine.

Life is stressful! – so why not come to Armathwaite and visit the signalbox (which I look after) and then walk down to the village to visit the two pubs, enjoy a good meal, have a drink or two and follow this with a nice walk through the woods – all your stress will have gone!

Visits to the signalbox are by appointment only so please 'phone me to arrange a visit (numbers below). When you have passed the signalbox on the train, have you noticed the new signalman in the box? Give him a wave – it's a lonely job!

I hope to see you all at the Langwathby Christmas Lunch.

**John Johnson (JJ)**

**01228 593 943**

**Mobile: 07759 593 224**

### Ribblehead Station Carol Service

The annual carol service on Ribbleshead station will take place on Thursday December 9th 2010 at 17.00hrs (5pm for those who prefer their time in 'old money'!). This event has become very popular and always has a very special atmosphere. So wrap up warm and join us this year.

**Pat and Tony Beckwith**

### Winter Offers

There will be special offers for Dales Railcard and YPTE Metrocard holders again this winter.

See panel on page 17 for full details.

### Christmas Shoppers' Trains

Northern Rail are running extra trains from Carlisle to Kirkby Stephen and return on Thursdays from November 25th to December 23rd inclusive. This will enable residents of Cumbria to do some late night shopping in Carlisle.

For full details see panel on page 15.

**Use them or lose them!**

### Visit FoSCL's expanded on-line shop

#### New!

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

#### Plus

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

#### And

- \* **You can renew your membership and apply for Gold Cards on-line.**

**Just visit [www.foscl.co.uk](http://www.foscl.co.uk)**

### **New Web Forum**

I should like briefly to notify members that we are about to launch an interactive forum for members on the FoSCL web site: [www.foscl.org.uk](http://www.foscl.org.uk). You will be able to have your say on a variety of subjects and we hope that this will become a valuable communication channel between the FoSCL Committee and the membership. The magazine has traditionally fulfilled this function but of course there is always a three-month time lag for any response.

As a member you will be able to log in with your membership number and postcode as password. You will then have access not only to the forum, but also to a number of items restricted to members only – such as the annual accounts, committee minutes and the FoSCL constitution. We are also hoping to make a few amendments to the constitution in time for them to be sent out with the February magazine for approval at the 2011 AGM. We shall be keen to get members' opinions on these and would encourage you to try logging in and to have your say.

**Richard Morris**

**FoSCL Secretary and Webmaster**

### **Marketing the S&C**

As part of our ongoing attempts to ensure that passenger numbers are high, we financially support the production of the illustrated S&C Lineguide–cum–timetable. We then go on to distribute copies of it to various locations in the north. For the summer season now ended, my team have taken 15,000 lineguides around. We also sent out a further 3,600 copies of the simpler “Route 7” timetable leaflet.

In parallel, we fund and produce the entry for the the S&C in Bedroom Browser folders – which are the information packs promoting attractions to be found in hotels, guest houses and caravan sites. Our entry went into folders covering three areas which give almost complete coverage along the

line of route, stretching from Lancashire, through the Yorkshire Dales to Carlisle and the Borders. They run to about 40,000 folders. From reports elsewhere in this magazine, it is clear that passenger numbers are high – so something is working well!

Many thanks to all our volunteers who help: it is behind the scenes work which is a valuable contribution.

**Pete Shaw**

### **Postage Savings**

When our Membership Secretary sends out a magazine and paperwork to a new recruit, the cost of a 2nd class large letter is 81p. But when we send out the bulk mailing to members in our quarterly operation from Baildon, here in West Yorkshire, we gather a team of about 26 volunteers to pack the magazine into envelopes. Our computer records all have a Royal Mail code on them for an operation called ‘Mailsort’. We pre-sort our post into these Mailsort groupings, thereby cutting out part of the Royal Mail workload. This earns us a discount on the 81p full public tariff; and we pay only about 30 – 31p per envelope! This is a huge saving which can then be spent on other projects to improve the line.

Over the four mailings in the last twelve months, our team have accrued a saving of a whopping £6461.51; so our grateful thanks to the magazine packers (especially Mrs. Moss who bakes wonderful cakes for the tea interval).

**Pete Shaw**

### **Returned magazines**

After the August mailing, the magazines addressed to the following members were returned undelivered:

Mr. David Smith, Kings Heath, Birmingham, West Midlands.

Miss R. G. Cossins, Leeds, West Yorkshire  
If anybody has contact details for them, could they please inform Peter Davies (address inside front cover).



## Hawes Memorial Service

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

The Service will begin with the playing of a tape, in which Kit Calvert, one of Hawes' most famous sons, recalls his memories of the accident and reads a poem written about the accident by local poet of the time, John Thwaite.

Following the service, the memorial provided by the Midland Railway Company will be rededicated. Five of the twelve people who lost their lives are interred at the memorial which for many years was maintained by successive generations of railway workers. Since privatisation it has fallen into a bit of disrepair and FoSCL has commissioned the firm of Pickards of

Aysgarth to refurbish it. All are invited to attend. Tea and biscuits will be served after the service. There are 5 places left on the bus which we will be running from Ribbleshead station.

This event is being organized by FoSCL. Further information 01729 825454.

**Ruth Evans**

If anyone knows contact details for any of the victims' families, or the railway workers involved, whom we could invite to the service, we would be very pleased to hear from them.

Buried at the memorial are Robert Allison aged 53, of Kilmarnock. William Fergusson aged 21, of Kilmarnock. Thomas Mair aged 29, of Prestwick. John Stitt aged 44, of Thornhill and William Bell Ridell aged 30 of Ayr.

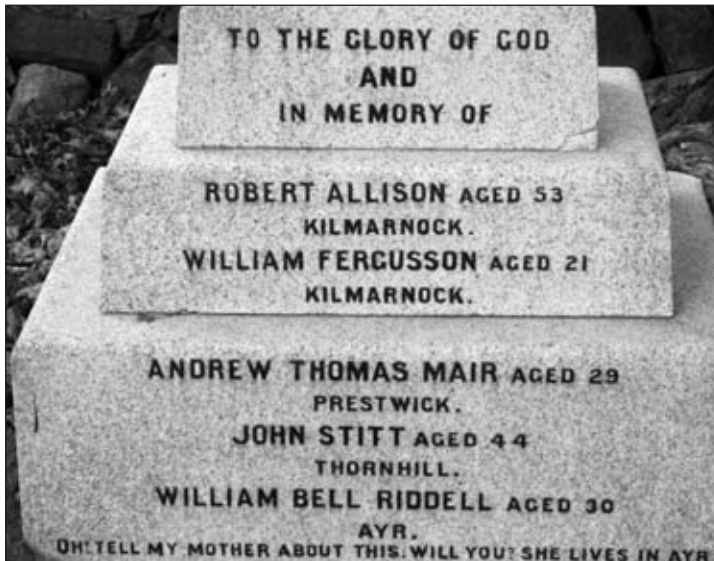
We will also be remembering the other victims whose remains were removed elsewhere: Archibald Maxwell aged 22, of London. John Hight aged 41, of London. Donald MacKay of London. Hugh MacKay of London. Christopher McFerro of London. Daniel Kames Lamont aged 16, of Edinburgh and the infant daughter of Mr

and Mrs Grey of Eastleigh, Hampshire.

Contemporary newspaper accounts spell the name of Mr Riddell as 'Riddle' and also speak of a thirteenth victim – an unnamed medical student.

*The base of the memorial with its moving quote from a victim.*

**Photo:**  
**Bill Greetham**



### Winter week at Dent Station

A final reminder to members that bids for a week's stay at Dent Station must reach me no later than 1st December 2010.

Robin Hughes, owner of the station at Dent, has once again offered the use of the station to FoSCL for a week as a fund-raising exercise.

The station sleeps six and even in January is a warm and cosy self-catering establishment providing some of the best views in England.

The week available is the 14th–21st January 2011.

It is quite likely that there could be some snow in Dentdale in January but worry not, you have a first class train service stopping at your front door.

This luxurious retreat will go to the highest bidder so please let me have your offer by the beginning of December.

#### Douglas Hodgins

e. mail:

douglashodgins@btinternet.com

or phone: 017683 41664 any evening before 21.00hrs.

#### Alan Burrows

On behalf of the Committee, I would like to thank the family of our member, Alan Burrows from Hertfordshire, for their kind donation in his memory.

I recently spoke to Alan's wife, Anna, who told me that he had been interested in railways all his life and that he had worked for British Rail for a short time. She said that they first travelled on the Settle–Carlisle on a day trip many years ago and fell in love with the line. Alan then became a FoSCL member and always very much enjoyed reading the magazine and thought the photographs were lovely.

Stephen Way – FoSCL Treasurer

### FoSCL Poster–watch

Do you live in the North of England, and travel fairly often by train? If so, we'd like to hear from you if you're willing to keep an eye on our S&C large (double royal) posters displayed on stations across the region. They don't come cheap, so we want to make sure that they stay on view for as long as they should. Around 80 stations should have a poster, the new one being due out in November. So if you can keep check that the poster is displayed and report back if it gets removed, covered up or damaged, that would be appreciated. Please email Andrew Griffiths: andrew.griffiths@settle-carlisle.com stating which station(s) you can monitor; thanks.

Andrew Griffiths –  
FoSCL Public Relations Officer



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## News Notes

### **New Timber Traffic from Ribblesdale**

After several years in the planning stage, a new freight train has begun to operate from the old quarry sidings at Ribblesdale.

The large coniferous plantations on Cam Fell, between the top of Ribblesdale and Wensleydale, have been ready for felling for some time. The Tilhill Forestry Group have been trying to extract the timber to send to the mill at Chirk, where it is often made into woodchips for fibre-board and other products.

They originally wanted to put in a temporary roadway towards the Newby Head/Gearstones road for the duration of the felling, but that met with opposition. So they were having to use the existing trackways out of the forest, and then down the narrow road along the eastern flank of Ribblesdale through High Birkwith to Horton, and then back up the western side to Ribblesdale. This was both long and slow, and as they were only allowed to use one lorry, it took all week to load the train. However, more recent developments have (in October) begun to see the timber coming over directly via the Roman Road to Far Gearstones as well.

Colas Rail brought in a rake of 13 timber empties using 47739 *Robin of Templecombe* in the twilight hours on Tuesday August 10th. The same loco came back to take the train out on Friday August 13th, departing at 19.05 northbound into Blea Moor up loop, where it stood to allow other trains to pass; departing at 20.05.

The pattern of operating is that the loaded train will generally leave on Friday evenings, with empties returning on Saturday evenings. I say "generally" because there were anomalies with Bank Holiday engineering works etc.

This is a significant, welcome, freight development in that it is only the second traffic flow within the confines of the S&C

itself (the other being gypsum to Kirkby Thore). All other freight that we see is traversing the line beyond the ends. How fortunate that the Ribblesdale Quarry sidings have survived! The signalling was retained for the old Eastern Region ballast trains to load in the quarry, then go to Blea Moor to run round, and depart southwards, so the new train is following suit. The sidings were subsequently used by the empty stock Ribblesdale turn-back passenger Sprinters in early morning and late evening into the 1990s. More recently the sidings have only been used sporadically for engineering work trains and for stabling Tampers.

**Pete Shaw**

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

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

Comfortable and quiet, with open fire and storage heaters, 3 bed rooms, sleeps 5.

From £200 per week. Many dates available.

Phone 020 8876 3951 evenings. (sorry no smokers)  
mcgowan4951@btinternet.com

## Settle Station Opening Hours

For a trial period, Settle station is opening just after 07.00hrs each morning to 'catch' the commuters. Car park ticket machines are shortly to be installed. at the station.

## Stations Report

The past few weeks have seen some significant works carried out at S & C stations, courtesy of Network Rail.

The approach road leading to the car park at Kirkby Stephen has been resurfaced – no longer does one have to dodge the potholes!

Another approach road to receive



attention has been that into Garsdale station; drainage work was carried out first of all and a tarmac surface has now been put in place. New fencing has been erected and the station is really looking in first class order.

Armathwaite is the third of our stations where work is being carried out; as I write this, contractors cabins and machinery have appeared in the car park which will be extended and resurfaced and, on completion, two heritage lighting columns will be put in place to illuminate the area.

Going back to Garsdale a further two heritage lights will be sited either side of the toilet block on the southbound platform – this area is rather gloomy at present.

In the present economic climate we have done well in recent months and by the time you read this the 'Gateway' project at Carlisle station should also be under way – more of this in the next magazine.

Our thanks to Network Rail for these further improvements. Perhaps I have already suggested further schemes for consideration.

**Douglas Hodgins**

*Left: The approach road at Garsdale in wet weather before and after the work.*

*Opposite Page Top: Work in progress to install the stone setts at Garsdale.*

**Photos: Mark Rand**



### **Alliance Rail to Bid for Skipton – Kings Cross service**

York based Alliance Rail Holdings are bidding to the Office of Rail Regulation to run services from Skipton and Ilkley to London via Leeds. If the plans come to fruition there are obvious consequences for the Settle–Carlisle line and we are monitoring developments with this and with other open access operators.

### **Settle–Carlisle photo competition**

West Yorkshire Passenger Transport Executive are holding an S&C photo competition. For full details see: <http://www.wymetro.com/news/releases/competition>

Please read the Terms and Conditions before entering the competition. Entries are by an email attachment and the closing date is 12th March 2011.

### **Memorabilia for sale: Settle–Carlisle Railway Centenary**

The following items can be viewed by appointment in Clapham (Tel: 015242 51715 email: rjc1955) for a period of 3 weeks following the publication of the magazine. Offers for each item will be recorded until the period ends.

1. Framed poster of the Centenary celebrations 27i X 42i
2. Mounted with display windows in a frame 36” X 27” : Both sides of the celebration programme leaflet: 4 photos of locos and Settle station: 2 commemorative covers, first

postmarked Settle 2/8/75 opened for freight with cachet ‘carried on the long drag’. Second 1/5/76 Settle, first passengers carried. Both signed by Colin Williams (designer) and James M. Taylor last appointed Station Master Settle 1960–68

3. Centenary Banquet at Settle Station 1/5/76. Front of menu and inside signed by all the principal guests: Alan Bennett, Bishop Treacy etc. plus O.S. Nock and Chairman of British Rail Board. Mounted in a frame 15” X 24”
4. Limited edition S–C R Centenary cream sherry (unopened) No 1116

## Go Further by Bus

Record numbers have used the Dales & Bowland Community Interest Company DalesBus services this summer – including many FoSCL members who have discovered the delights of Dentdale, the Howgills and Swaledale using the connecting weekend buses from Dent and Ribbleshead Stations. However, funding from both North Yorkshire County Council and the National Park Authority is at risk for 2011 so we shall have to prioritise resources next year to maximise use of funding available.

However the Winter DalesBus timetables are now in full operation with daily buses from Skipton and Ilkley Stations to Wharfedale (Bolton Abbey; Grassington; Kettlewell & Buckden); Saturday buses to Malham and buses on selected Sundays to Malham and Upper Nidderdale. See [www.dalesbus.org](http://www.dalesbus.org) for more details or pick up a copy of the free Metro DalesBus timetable from most stations and TICs.

The Garsdale Station to Hawes minibus runs Monday to Saturday all year round and connects with many trains – if travelling from Leeds please walk back down the path off the platform and wait at the bus stop opposite – the bus will come down to pick you up. Return fare is £3.90; free for English concessionary bus pass holders. On

Mondays to Fridays you have a rare opportunity to continue down Wensleydale on a PostBus; these were once a common sight in rural Britain (especially the Scottish Highlands) but they are now an endangered species – use it or lose it! There are also Dales & District buses every day between Hawes and Leyburn and Northallerton Station.

Another unique day out is a ride to Barnard Castle every Wednesday on a Cumbria Classic Coach vintage bus from Kirkby Stephen Station – this connects with the 0849 ex Leeds returning in time to catch the 1553 return. Rail users get 20% off and pass holders travel free.

If you require any more information on DalesBus services or are able to help the CIC please get in touch with me via: [media@dalesandbowland.com](mailto:media@dalesandbowland.com) or "Milldale", 2 Station Rd, West Hallam, Ilkeston, Derbyshire DE7 6GW (SAE appreciated if you want timetables posting)

**John Disney**

**Postscript from Pete Shaw:** Cuts to bus provision are already apparent: with the Kirkby Stephen Plus Bus being reduced from six days of operation to just one, and it no longer serves the station at all.

**You can stay at Kirkby Stephen Station!**

Take a break in one of the working stations on the Settle - Carlisle Line

<p><b>Booking Office Cottage</b> has great views of the line and the fells and forms part of the historic station building itself.</p> <p>This unique and affordable accommodation sleeps up to 4 people, is open all year round and can be booked for full weeks and short breaks.</p>	
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FoSCL members: Book before 31-01-11 & get a £30 voucher for the Midland Railway Room Shop

**The Midland Railway Room Shop - Prints & Cards, Railwayana & Light Refreshments**

Call Andrew or Rachel now on 01768 800 208 or visit our website to find out more

**[www.imagerail.com](http://www.imagerail.com)** (and click on the image of Kirkby Stephen Station)

Also, the Thursday/Friday service from Giggleswick station and Settle to Malham via the Tarn is now “dial and ride” as opposed to a “service”.

So check details carefully! On the day that I dialled and rode to Malham, the bus picked up a lucky couple at Malham bus stop who had been reading the timetable on display; although the “service” element had ceased, nobody had taken down the timetable!

### **The Northern Dalesman/ Ingleborough Pony Bus Service**

This bus service has now been running for 2 years during the summer months. It has been a combination of using train and bus to get to areas like Wensleydale and Swaledale. The bus connected on Sundays with the arrival of the Leeds–Carlisle train at Ribbleshead.

This has been very successful and this year there has been an increase of 25% passenger numbers using this service.

Friends of the Settle–Carlisle Line arranged guided walks in Swaledale and they have been well patronised. The Friends

have gained a few new members through this project.

Northern Rail have benefited from it, as many people have used the Sunday train to use this bus service.

On Sunday 17th October the bus was completely full. One down-side is that North Yorkshire County Council are proposing to remove funding for evening and Sunday bus services throughout the Dales. If you feel you could comment on these proposals, please write to Integrated Passenger Transport, County Hall, Northallerton, North Yorkshire DL7 8AH or emails can be sent to: [passenger.transport@northyorks.gov.uk](mailto:passenger.transport@northyorks.gov.uk).

**Ruth Evans**

### **Blea Moor Rail Staff**

The signalling staff at Blea Moor (signallers, relief signallers and mobile ops managers) were nominated as ‘Rail Team of the Year’ in the annual Rail Staff Awards, for their sterling service in keeping the trains running last winter. Our congratulations and thanks go to them and all the other staff for their efforts.



*Walkers prepare to board the Northern Dalesman bus at Hawes on Sunday October 17th.*

**Photo:  
Ruth Evans**

## News from the S&C Development Company

2010 has seen an upturn in the number of passengers travelling in pre-booked groups. A high percentage of the groups travel the route between Settle and Carlisle (or Carlisle to Settle) with some travelling to/from other destinations, for example, Appleby, Skipton and Langwathby. Bookings for groups are administered at Appleby and in May we employed Amy Connor on a six-month contract to assist with group bookings. Her presence has ensured that someone has been available every weekday to deal with enquiries and bookings. Amy says "I am really enjoying working for the Development Company. I have found it both challenging and rewarding and thanks to all the staff who have helped me. I really enjoy working closely with groups and helping out with other enquiries from passengers and I take great satisfaction when, with my help, they have a very enjoyable experience travelling the Settle-Carlisle Line. I hope to carry on working for the Development Company."

Group bookings are accepted for groups of ten or more fare-paying passengers and discounts are dependent upon date of travel. In an effort to ensure the comfort of all passengers, the train operators put a limit on the maximum number of passengers on any service. Given that we have no way of knowing how many people are going to turn up each day to travel on the route, there are occasions when trains can be very full.

Northern Rail have confirmed the details of the £6 flat-fare winter offer starting Monday, 25 October for Dales Railcard holders, which is also available to holders of the Friends' Gold Card. This is excellent value as it allows travel within the Dales Railcard area. West Yorkshire Metro Card holders are being offered travel for £8 per person on the Settle-Carlisle and Leeds-Morecambe routes commencing 15 November.

More information about the Dales Railcard winter offer and group travel can be found on the internet at [www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk). For members of FoSCL wishing to join the Gold Card scheme, go to [www.foscl.co.uk](http://www.foscl.co.uk).

A refreshment trolley service provided by the Development Company is available Monday to Saturday (and on most Sundays) on all morning and most afternoon trains. In addition to a wide range of hot/cold drinks, locally made traybakes and biscuits and confectionery, more unusually during rail travel, passengers can purchase locally made ice cream.

There have been changes during the last few months within the Development Company and the management team now comprises Marion Armstrong, General Manager; Anne Ridley, Commercial Manager and David Sampson, Trolley Manager. Eileen Potter, who worked for us since the launch of the trolley service, has retired. A new member of the station staff team will be appointed in the very near future to work at Appleby to fill the vacancy created by my change of role.

**Anne Ridley**  
**Commercial Manager, Settle-Carlisle**  
**Railway Development Company Ltd**

### Death of a retired railwayman.

Edward (Teddy) Foster died aged 87 on Aug. 14th, 2010 at Yanwath Care Home near Penrith. He started his railway career as junior porter at Braithwaite (CK&P), his local station, then as signal box lad in Penrith No. 1 and, after war service in the Navy, became a signaller in the Penrith area. In the 1950s he became a relief signaller and when promotional boundaries changed he relieved S&C boxes at the northern end of the line. He was appointed a temporary inspector in the early 1970s for the modernisation of the WCML through Cumbria – and after all the WCML boxes closed he was appointed as relief



signalman at Armathwaite from where he retired at 65 after 50 years service.

He was instrumental in training new signalmen (including myself) and was

highly respected. Sadly, Teddy's wife Mavis passed away only a few weeks later.

**Ken Harper**



An additional service will operate on Thursday evenings:  
**25 November**  
**2, 9, 16 & 23 December**  
from Carlisle stopping at all stations to Kirkby Stephen and return.

**Great for late night shopping in Carlisle**  
and for connections from Manchester, Glasgow, Edinburgh, Newcastle etc



**And remember you can get a great deal on the fare if you have a Dales Railcard**

Departs Carlisle	2050	Departs Kirkby Stephen	2206
Armathwaite	2104	Appleby	2218
Lazonby	2111	Langwathby	2232
Langwathby	2117	Lazonby	2238
Appleby	2134	Armathwaite	2246
Arrives Kirkby Stephen	2152	Arrives Carlisle	2308



## Peter Akrigg



2010 sees the end of an era on the S&C when the line's last lampman, Peter Akrigg, retires. Peter became a familiar and well respected figure on the line as he travelled in all weathers to service the oil lamps on the semaphore home signals. This task was essential for safe running of trains and, in the last two winters, required being out and about in very severe conditions during which the staff were successful in keeping the trains moving.

Electric lamps have been gradually installed over the past couple of years and, by the date of writing this report (mid-October), only two oil lamps remained north of Settle Junction.

I am sure that we would all like to express our appreciation for Peter's work and wish him well for the future.

**Paul A. Kampen**

### Settle–Carlisle Film

On page 36 of the last magazine I posed the question: "does anybody know of any pre-war moving images of the S&C?" By 'pre-war' I meant pre-Second World War. The idea of pre-FIRST World War film never occurred to me. But such exists. Gary McCluggage contacted me about film of a very significant event in the annals of the S&C – the 1913 Ais Gill accident – which exists in the public domain. The clip lasts approximately 45 seconds and shows men involved in the clear-up operation. It is part of the British Pathé collection and can be found at:

<http://www.britishpathe.com/record.php?id=78692>

The film shows several workmen, plus two policemen, waiting by the trackside before a passenger train, hauled by Loco Number 444 and travelling south, comes into view. I find that it is useful to watch it



*Peter Akrigg at work with three generations of lamp hut at Appleby. Left is the original Midland Railway hut, middle is an inter-war replacement and right is a modern Network Rail hut. Peter always said that the Midland hut was his favourite!*

**Photos: Mark Rand**

three times in succession, firstly concentrating on the locomotive, then the workmen, and lastly the policemen. The train comes to a stand with one of the loco crew watching the men on the ground carefully. A workman approaches the train, one of whose occupants throws down to him three items which look like a water jug, a bowl and, possibly, a bar of soap. Meanwhile, one of the policemen nips briskly to the rear of the train and climbs on board where another occupant (who may be another policeman – a shift change?) has opened a door and jumped out. And there it ends. Some of the workmen look vaguely familiar – doubtless because we have seen similar men on historic still photography. One bearded, elderly-looking man wearing a hat, is possibly a member of supervisory

staff and just could be the man on the extreme right of the front row in the ‘Historic Photograph’ contained on Page 27 of our February 2010 issue.

Gordon Allen of Network Rail comments: “The bridge is no. 136, known locally to Railwaymen as ‘Wreck Bridge’, which would no doubt have been the name given to it after 1913, where the remnants of the train were stored during the repairs and clear up operations. The short cutting to the north side of the bridge, between the line and the road, was – rather unusually for this line – constructed with a bench between two slopes and it is on this bench where we can see part of the train wreckage being stored”.

I would urge all members interested in the history of the S&C to seek out this film.

**Paul A. Kampen**



# DALES RAILCARD WINTER OFFER

for holders of Dales Railcards  
**from Monday, 25 October 2010  
to Friday, 18 February 2011**

Day return ticket  
£6.00 per person and take up to  
four children for £3.00 each



Normal terms and conditions of travel for Dales Railcard holders apply during the offer period.

To find out more about the Dales Railcard scheme and to check your eligibility for a Railcard:

- Ask staff at Appleby, Settle, Skipton, Carnforth or Carlisle Booking Offices
- Look in the Dales Railcard Scheme leaflet or
- On the internet at:

[http://www.settle-carlisle.co.uk/railcard\\_info.cfm](http://www.settle-carlisle.co.uk/railcard_info.cfm)

[www.northernrail.org](http://www.northernrail.org)

## Kirkby Stephen Photo Wins Community Rail Award

Imagerail photographer and Kirkby Stephen caretaker Andrew Griffiths has won the annual Community Rail Awards Photographic Competition. His shot of Will Tease, the Fool of Muncaster, in full regalia and his lion-cub assistant waving at people on the train as it left the station was judged the best of the crop. Will was visiting Kirkby Stephen as part of the Charter Fair celebrations. The caption for the shot was 'You'd be a fool not to take the train'."



## Kirkby Stephen Weather Station First Anniversary

The FoSCL-funded weather station at Kirkby Stephen rail station has passed the one year in service mark. From 1st October 2009 to 30th September 2010 the totals and highlights were as follows:

**Rain and sun:** The annual precipitation total was 1,247mm, with rain or snow falling on 218 days. On 34 days at least 10mm fell, the record being 99.3mm. November was by far the wettest month (554mm), ahead of July (126mm), followed by October, December, March and August (in the 82–96mm range). By contrast, just 74mm fell in April, May and June combined, when there was a

196mm deficit of precipitation compared to evapotranspiration (this is soil moisture deficit, the net balance between wet stuff coming down out of the sky compared to that being sent back up by plants and the sun's drying effect). There was significant lying snow on 38 days. A modest total of 969 hours of sunshine was recorded, on 320 days.

**Hot and cold:** The average temperature across the whole year was a bracing 7.9°C, with a daily maximum of 12.6°C and minimum of 3.6°C. July was the warmest month (14.3°C), and January the coldest (0.5 °C). However, May boasted the highest average daily maximum, and recorded the three hottest days of the year, 25.6°C being the high point reached on the thermometer. Only 20 days reached the 20°C level, 12 of these being in June and just 3 in July and August combined. At the other end of the temperature spectrum, it fell below freezing point (0°C) on 65 days – or 132 days if windchill is taken in to consideration. Indeed, after windchill it was below zero at some point every day from 16 December to 13 March. The coldest temperature recorded was –8.6°C, with a daily average minimum of –3.2°C in January.

**Wind and pressure:** The average windspeed was 5.9mph, with November the windiest month and June the calmest. The strongest gust was 58mph, and the maximum windrun on a single day totalled 599 miles. Average barometric pressure was quite high, at 1013mb, the range being from 981mb to 1043mb.

In essence, it was a wet and windy autumn, a cold and snowy winter, a warm and sunny spring, and a damp and cool summer. No great surprise really, for life in the hills!

**Andrew Griffiths**

## Special Traffic Report

July 19th	HST	Heaton – Derby, test train
July 24th	6233	Carlisle – Wigan
July 24th	HST	Heaton – Derby, test train
July 25th	48151	York – Carlisle
July 31st	37610/57003	Birmingham – Carlisle
July 31st	67021/67024	Kings Cross – Carlisle
July 31st	D1015	Appleby – Westbury
July 31st	6201	Carlisle – Crewe
Aug 4th	48151	Lancaster – Carlisle
Aug 7th	47580/47826	Norwich – Carlisle
Aug 7th	6201	Carlisle – Liverpool
Aug 8th	45407	York – Carlisle
Aug 11th	48151	Lancaster – Carlisle
Aug 14th	6201	Carlisle – Liverpool
Aug 15th	46115	York – Carlisle
Aug 16th	HST	Derby – Heaton
Aug 18th	48151	York – Carlisle
Aug 21st	HST	Heaton – Derby
Aug 21st	6233	Carlisle – Liverpool
Aug 22nd	44932	York – Carlisle
Aug 25th	5690	Lancaster – Carlisle
Aug 25th	47712/47501	Leicester – Carlisle
Aug 28th	67xxx	Carlisle – Crewe
Aug 28th	6233	Carlisle – Crewe
Aug 29th	46115	York – Carlisle
Sept 1st	5690	Lancaster – Carlisle
Sept 2nd	46115	Kings Cross – Carlisle
Sept 5th	44871	York – Carlisle
Sept 15th	5690	Lancaster – Carlisle
Sept 18th	6233	Carlisle – York
Oct 9th	46115/47500	Leicester – Carlisle
Oct 16th	5043	Tyseley – Carlisle

The Ribblehead timber train began to operate on August 10th, providing logs from Cam Fell for the mill at Chirk. Traction has been Colas liveried 47739 *Robin of Templecombe* on all days except Sept 20th when 66841 deputised.

Another Great Western visitor was 5043 *Earl of Mount Edgecumbe* on a Tyseley special on Oct 16th. This was the first S&C working for the Castle class loco; assisted in the rear by a diesel class 47! The steamer seemed to be working very well, and provided a fine sight.

The annual leaf-fall has begun and so the high-pressure water-jetting train is operating to keep the rail head clean. The first day was October 5th with two DRS class 66s in charge. On the 12th, it had two DRS class 47s on.

**Pete Shaw**



Above: 47739 *Robin of Templecombe* ready to depart with the first load of timber from Ribblehead Quarry Sidings, 13th August 2010. Below: Logs arriving by road from Cam Woodlands are loaded onto the railway.





Above: The timber wagons are converted from old cargo vans, cut down and strengthened with stanchions to hold the logs in place. Below: 66841 worked the train on 20th September.  
**Photos: Pete Shaw**



**"A Superb Ride. As Smooth As It Gets.  
WHAT A TRANSFORMATION!"  
– A Long Journey**



**K**en Shingleton, pictured here, spent a career lifetime on the railways and has vast experience of them. He is one of FoSCL's valued 'Wise Men' who keep us well advised. He retired as Regional Operations Officer Western Region and before that he was Divisional Manager London West. In something of a career shift he is now a prison visitor with the chaplaincy.

His railway career never saw him directly involved with the Settle–Carlisle Line but he was one of a small number of people in British Rail who disagreed strongly with the decision to close it. He could see its strategic importance and was bewildered by what he and some others saw as its 'thirty years of managed decline'. He wrote to the then Assistant General Manager of the London Midland Region saying as much. Unconvinced by the reply he wrote again but was soundly reprimanded for getting involved with an issue quite outside his direct responsibility.

Nobody was more delighted than Ken when in 1989 the line was reprieved from closure. I asked him how that news was received in BR. "*With utter surprise*" he said. "*People were saying 'What are we going to do with this?'*" What was clear was that the line had received minimal maintenance only.

Freight had gone completely and the track and infrastructure were only fit for light axle loads. The line was by today's standards extremely fragile. There were mishaps – a near miss following a landslide at Crosby Garrett, and various landslips notably at Long Meg requiring a long period of single line working from Howe & Co Sidings to Culgaith. Heavy rain would trigger the imposition of temporary speed restrictions at vulnerable cuttings and embankments especially. There were accidents at Mallerstang and in Dentdale. If the line was to have any sort of future it would need massive investment. That process started with the rescue of the Ribbleshead Viaduct and piecemeal track–works elsewhere. Surprisingly, freight – heavy freight at that – returned to the line, which groaned under the impact of it. 'Temporary' and permanent speed restrictions abounded. Near Ais Gill especially it felt as though the railway was tilting more steeply toward the river Eden by the day.

Something quite revolutionary had to be done. And it has been. The work is completed. The entire track between Settle and Carlisle – both lines – has been replaced, mostly during these past five years. The very last section of jointed rail – between Ribbleshead Station and the viaduct – has just been replaced. Except at points, or switches, the entire line is now Continuously Welded Rail (CWR). Some may miss the clackety–clack but no doubt about it the new track is a huge improvement. The last main section to have track replaced was the down line north of Appleby. That, and many other sections of line further south has been replaced since April. Most of the recent work has been done overnight so minimising the disruptions to normal services.

On a clear late October day I travelled the line with Ken Shingleton from Settle to Carlisle and back, with the specific intention that Ken could see and feel for himself the improvements, to note what had been done,



what opportunities had been created and what if anything remained to be done.

I will risk retribution in saying that railwaymen can be unemotional, slow to praise and somewhat reactionary. Glory days for some were long ago. Not so for Ken. From the word go his enthusiasm for what had been achieved spilled forth. He had told me earlier that he never thought he would see this day, when the doomed S&C would have been renewed.

"*This is a very, very smooth ride*" he said. "*As smooth as it gets. Superb.*" He noted big, big improvements north of Armathwaite. "*What a transformation. An absolutely superb job. The design of this line is SO much better than the West Coast Main Line*". The ride is now right up to main line standards. I was beginning to get the idea that he was pleased. And it wasn't just the track that was impressing Ken. He noted that the boundary fences and walls were in good order by and large. At least two underbridges were being prepared for renewal. Drainage and the stability of earthworks have always been problems on the S&C. Here too there was abundant evidence of recent heavy attention. Reinforcing netting and gabions (big cages full of rocks) were to be seen in many places. Everywhere there was evidence of recent renewal and attention. "*There has been very considerable work on the cuttings*" said Ken. "*It misses the headlines but it is very important*". New signals operate from smartly presented signal boxes. The stations were a delight – nothing new about that though, thanks to voluntary efforts. FoSCL's preserved signal boxes at Armathwaite and Settle sparkled.

None of this was a particular surprise to Ken though – just a delight. Ken is the sort of person who gives his all to whatever he does. He has involved himself behind the scenes right through all stages of this work. His advice, experience and encouragement has been gently at the disposal of those charged with making it all happen.

It was instructive to hear about some of

the things that most travellers may not notice. He misses nothing – the drainage catch pits, the cabling often lying vulnerably alongside yet sometimes securely in concrete troughs. Even the colour of the track ballast tells a story – of age and possible source. We tend to suppose that the Victorians did not cut corners. Not so it seems. The legacy of some less than perfect Victorian (and far more recent) work is now having to be remedied as heavier trains than ever punish the line. A fully loaded freight wagon with a 'flat' on just one wheel will expose weaknesses. Some quite recently laid CWR has had to be replaced, notes Ken. Even those delightful yellow and black mileposts, marking the mileage from London St Pancras come in for comment. "*They are still used to this day to define locations but they are probably under-reading in reality as the actual route south of Leeds has changed over time*". And there is still the height of the platform at Horton in Ribblesdale – alarmingly far below the train steps in effect denying that station to some disabled people.

So, we have in effect a new line between Settle and Carlisle. It is undoubtedly far better than it has ever been. New signalling has doubled its capacity. What remains to be done, if anything? Ken is in no doubt. Passing places – places where fast trains can overtake slow ones. Just how serious is this problem was graphically illustrated on our return journey from Carlisle. Our northbound journey had been smooth but the train was late (broken rail at Kildwick). Despite travelling over the smoothest track in the land our driver could not exceed 60 mph so could not make up time. As we slowed for Carlisle a train of coal grossing 2,100 tonnes was heading south. "*We shall be stuck behind that*" predicted Ken – and how right he was. It turned out that the freight train of had been stationary in Carlisle for half an hour before our arrival and had set off south ahead of us. That need not have been a problem. New signalling meant we could follow it more

closely. The problem is that the first opportunity to overtake it would be at Blea Moor – almost sixty miles to the south with England's highest rail summit in between. Had provision been made for it we passed several places along the line where overtaking was theoretically possible – Howe and Co's sidings, Kirkby Thore, Appleby, Kirkby Stephen and Garsdale. Not until Blea Moor was the freight put into the loop and we passed. We experienced what Ken described as *"The longest regulatory delay I have experienced for a very, very long time."* Our conductor tried to explain to the passengers but in frustration told us, rightly, that *"This is absolutely barmy – crazy"*. Ken made the point that if it had been a West Coast Main Line diversion day, it would have been 'interesting'.

But let us not dwell on that nor let it detract from the mighty fine job that has been

done on the Settle–Carlisle Line. It is on top form – brand new in effect. But its timetables, its line speed and the final pieces of infrastructure that will enable it to achieve its full potential must now be addressed if the £100m so recently invested in it are to pay dividends.

What of the future? *"Well, the S&C's structure gauge is always a problem. Low liners and well wagons could enable it to cope with 8'6" containers but not 9 foot six"*. Freight on the S&C seems bound to increase especially with the decisions being taken on HS2 and the West Coast Main Line. Inter-urban passenger services, an unfulfilled opportunity, must come too.

**Mark Rand**

Below: *New track and ballast at Kirkby Thore.*  
**Photo: C/O Story Rail**



***We're making essential  
improvements to the railway  
between Settle and Carlisle***

You're invited to join us at a drop-in session to find out more about the Railway Communications System and our proposals for four railway-only communications masts in the Yorkshire Dales National Park.

**Thursday 2nd December  
3pm to 7pm**

**The Station Inn,  
Ribblehead, Nr Ingleton,  
North Yorkshire, LA6 3AS**

For more information, please visit

**[networkrail.co.uk](http://networkrail.co.uk)**

or call our helpline on

**08457 114141**

## Ribblehead Station Master's House – The Future

At their meeting on 14th September the Planning Committee of the Yorkshire Dales National Park Authority gave Planning consent for the Trust's proposal to restore the Station Masters House, Ribblehead to its original 1870s Midland Railway external condition. This will involve removing the later flat roof extension and the rear pitched roof extension, built with composition stone, and putting back the enclosed courtyard with privy and coal store etc and the porch. The building will externally therefore become a true representation of a Midland Railway Station Masters House. The interior will be restored to modern standards but all internal historic features (eg fireplaces, floors, doors, cupboards, etc.) will be retained and refurbished. When completed it is intended the SMH will become a residence for the Station and Visitor Centre caretakers and thus restore the house to its original purpose. This change of accommodation for the caretakers is becoming urgent because the cramped Flat at the station is a deterrent to applicants for the caretakers' position and this, together with the constant interruption to the caretakers' privacy from living within the station building, is proving a deterrent to even the most loyal and dedicated caretakers with the result that they soon find it intolerable and move to pastures new. Moving the caretakers out of the station building will also enable the Visitor Centre to be extended to accommodate the many exhibits in store and also to meet the demand for light refreshments. These changes are therefore a win/win situation.

Obtaining Planning Permission has been a long struggle against strong opposition from the YDNPA Planning Officers which has extended over a period of nine months. There have been five meetings at the YDNPA offices to consider the Trust's

proposal. It would be tedious here to go through all the for and against arguments. Much has appeared on the YDNPA website. Suffice it to say that the argument which had a strong bearing on the final vote of the Planning Committee was the benefit which the Trust has brought to the National Park with its earlier restorations and the high reputation and esteem with which the Trust is held.

To those of us directly involved perhaps the words of Mark Rand used in his supporting address to the Planning Committee illustrate best of all our feelings on this long struggle.

*"This single project has sapped more energy, expense and heartache than anything else we have done in the last five years."*

Finally, before closing this chapter on the history of the SMH I must give thanks and pay tribute to Edward Album who has piloted the Trust's case through the whole lengthy planning procedure with total determination, using all his expertise and at considerable personal expense and time.

We can now move forward to the next chapter which is to raise an estimated £200,000 for the restoration costs of the house. The Railway Heritage Trust has offered a grant of £80,000 which is most welcome and will give fund raising an excellent kick start. Raising the balance of £120,000 will however be a formidable task in today's recession economy and the Trustees will be giving priority to considering how to do this. An almost coincident job will be to ask the Architect to draw up the detailed drawings and tender document, put the job out to tender and recommend the best tender. But before this can be done the Trustees will need to be satisfied they have raised sufficient money to be sure of completing the project.

A restored SMH will be a major prize for the S&C line and Ribblehead in particular. The whole environment of the present somewhat scrappy site will be vastly

improved and the lack of accommodation at the Visitor Centre and unsatisfactory accommodation for the caretakers will be solved. Looking further into the future it will provide the focus for further development of the Ribblehead site to interpret the history of the Settle to Carlisle railway line which the Trust is currently working on.

Some FoSCL members have, I know, questioned the wisdom of purchasing the SMH because of the problems which have

occurred and the time which has been spent in finding a viable future for the building. It is unfortunate that the two schemes for holiday let accommodation which were worked up in good faith to the Planning Permission stage proved unaffordable. However, I hope any doubts about the wisdom of purchase can now be dispelled and we can all now work towards achieving the vision for Ribblehead which Philip Johnston and the then Trustees foresaw five years ago when they negotiated the purchase of the SMH. The purchase has with it ownership of the access way and the green areas on either side from the main road to the station. Had the house fallen into other ownership the whole future of Ribblehead as a significant S&C focal point would have been at risk.

**David Ward**

*The house in November 2005.*

**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 .

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



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or email: [dgma@talktalk.net](mailto:dgma@talktalk.net)

**Speech of Welcome by  
Roy Burrows  
Chairman, Roy F Burrows Midland  
Collection Trust  
Plaque Unveiling, St Pancras Station,  
11th August 2010**



The plaque which is going to be unveiled today by Sir William McAlpine, Chairman of the Railway Heritage Trust, is to record the fact that this magnificent building was originally built by the Midland Railway Company of Derby. At that time, in 1868, it was the only London Terminus to have been built by a provincial railway company. All the other London termini were built by railway companies headquartered in London.

It was the Midland Directors, sitting in Derby, who made the decisions to invest what were then huge sums, not only in providing this terminus, but also – a few years later – the equally iconic and magnificent Midland Grand Hotel.

It remains pleasing that the role played by Sir John Betjeman, in helping to save the original St Pancras from the same fate that befell the great hall at Euston, was fittingly acknowledged by the statue we see here today.

Thanks to the help and encouragement of the Railway Heritage Trust and the very willing co-operation of High Speed 1, who own the station, and London & Continental Railways, the Trust of which I am Chairman has been able to rectify – by providing this plaque – what I believe, in historical terms, was a significant omission.

Truly, I think that St Pancras International is just as much part of Derby's railway heritage as it is London's.

St Pancras set an example because, in Derby, there had been standing derelict for many years a building of equal significance to St Pancras in terms of railway heritage – going back even further in time to precede the formation of the Midland Company in 1844. That building was the original locomotive roundhouse erected by the North Midland Railway in 1839.

The common feature of the restoration of both St Pancras and the Roundhouse – architecturally two quite different buildings – was that they were restored, not as pure museum pieces, but to integrate a modern use relevant to the 21st Century, whilst preserving all the key historical elements of the original structures. The Roundhouse is now part of Derby College which has a very important role in educating and training young people for the future of Derby and the surrounding area.

Also in Derby is the Midland Railway Study Centre, part of the Silk Mill Museum, which is the gateway to the World Heritage Site of the Derwent Valley. The Centre was formed in 2004 to make available to the public, for study and research, the Midland Railway paper archives and three-dimensional objects of three collections, one of which had been built up over the preceding 50 years and had been placed in a charitable trust in 2000. The significance of that collection is perhaps best summed up by quoting the then Head of the National Railway Museum, Andrew Dow, who wrote in support of the application for

charitable status “An equivalent collection of this kind is not held, for the Midland or any other railway company, in the archives of the National Railway Museum. This absence of such a collection from the National Railway Museum’s resources underlines the importance of keeping the collection intact.”

Not only has the collection been kept intact but, by forming the Study Centre, it has been considerably enhanced by the addition of the railway collections of Derby Museum and the Midland Railway Society, thus making the words of Andrew Dow of even greater significance. Furthermore, very recently, it has been agreed that the Centre will also hold the archive of the Friends of the Settle & Carlisle line relating to the Midland Railway. At the moment, there are over 40,000 items fully catalogued on a searchable database available on the Study Centre website. That catalogue is, in the main, down to document level, not just folder or file level.

Led by Derby Museums, it is the intention to develop the Midland Railway Study Centre, in its field of historical records and education, to equal the importance of St Pancras and the Roundhouse in their field of the architectural heritage of the Midland Railway.

I have mentioned the Friends of the Settle and Carlisle line. They are one of an

informal partnership of organisations at the northern extremity of the Midland, which has shown the way to combining successfully the heritage aspects of railway with the modern functions of railway. The Friends, the operator Northern Rail, Network Rail North West and the Settle & Carlisle Trust have shown what can be achieved by working together for the benefit of all.

I know Garsdale is not St Pancras International, and Ribbleshead Viaduct is not the Roundhouse, and Derby to St Pancras is 128 miles, whereas Settle to Carlisle is only 72, but I don’t think it is too big a leap of faith to envisage a similar concept at the southern end of the Midland to that at the northern end with the infrastructure owners, the operators, Derby City Council, Derby College and other participating organisations coming together to co-operate in promoting Derby’s railway heritage, which has hitherto been undervalued and not received the public attention it deserves. Such working together will, I am quite sure, also bring benefits to the present day railway, as it has done on the Settle and Carlisle.

I hope the symbolic presence of this plaque in its permanent location at the main entrance to St Pancras International will mark the start of a campaign to promote vigorously Derby’s railway heritage, in which I pledge this Trust to play its full part.

*Seen after the plaque unveiling are (L-R) Sir William McAlpine, Bart., Chairman – Railway Heritage Trust, Paul Chapman, Managing Director of High Speed 1, His Worship the Mayor of the City of Derby Councillor Amar Nath and Roy Burrows – Chairman – Roy F. Burrows Midland Collection Trust.*

**Photo: Mark Rand**



## S&C Trolley Service is Unique in Northern

The much refreshed National Rail Enquiries website now contains a huge amount of new information yet in a much more easily searched form. It can be found at: <http://www.nationalrail.co.uk>

It reveals some surprises too. The on-train catering section shows what is to be had on the trains of the various train operators. Northern's entry is brief but it highlights the fact that the S&C's trolley service is unique in providing refreshments on the Northern network. It reads, in its entirety as follows:

**Northern Rail:** On most Leeds–Settle–Carlisle services, food and drink can be purchased from the trolley which will pass through the train. See catering notes shown in the Journey Planner for details of facilities which are available on specific trains.

### Wensleydale Railway

#### Friday/Saturday November 19th/20th

Booking is essential for the following autumn events, based on the 09.50 train from Leeming Bar (Bedale 09.59; Finghall 10.17; Leyburn 10.33).

**FRIDAY:** (a) Excursion to Carlisle (coach link from Redmire to Garsdale, to connect with the

Settle–Carlisle train to Carlisle) and (b) 7 mile Guided Walk with pre-booked Festive Lunch at a welcoming local pub. **SATURDAY:** 5 mile guided walk with pre-booked Festive Lunch (different route, menu and venue). To book, phone WR on 08454 50 54 74. Why not book B& B and do both walks? Or Friday excursion and Saturday walk?

**Ride with Santa this Christmas!:** From Leeming Bar: Dec 4/5, 11/12, 17–24; from Leyburn Dec 19/21/22. Great atmosphere on the train; children's gifts and refreshments for adults. Booking essential: phone 08454 50 54 74.

Timetable December 27th – new Year: Please note that trains will run through to Redmire, with first departure at 09.50 (not 10.35 to Leyburn, as previously advertised). There will be a 4–5 mile guided walk each day from 27/12 to New Year's Day, from either Leyburn or Redmire (no need to book) – more details on [www.wensleydalerrailway.com](http://www.wensleydalerrailway.com), phone WR on 08454 50 54 74 or Ruth Annison, 01969 650349. For 2011, WR can also offer themed excursions and guided walks on dates to suit your club, society or walking group (subject to operational dates). Also "Driver Experience" Days – a very special day out (gift vouchers available) Please ask for details.

## 2011 S&C Railway Calendar

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

**Locos include:** 60163 *Tornado*, 6233 *Duchess of Sutherland*, 30777, *Sir Lamiel*, 70013 *Oliver Cromwell*, 5690 *Leander*, Classes 66, 60, 56, 47, 37 & a *Virgin Voyager*.

Approx A4 landscape size. £9.20 inc p+p  
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by *Pete Shaw Photography*

From: Mrs Kath Smith, FoSCL Sales  
2 Betsy Lane, Temple Sowerby  
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Award winning luxury holiday accommodation at England's highest mainline station, weeks are available from £700 and now booking for 2011 there is some availability for 2010.



National Railway Heritage Award



Tourism & Leisure Award 2008



As featured in a BBC2 documentary on Englands great railway journeys.



**Snowhut**



Newly refurbished luxury accommodation with weeks available from £350



The Snow Hut at the south end of the station has been refurbished as a luxurious bunk barn, including slate floors with underfloor heating, open plan accommodation with kitchen and wetroom, and with two wood burning stoves.

The Snow Hut is available on a limited weekly basis with first option to those who have already booked the station.

The weekly Snow Hut fee can start from £350 so please call for further information.



[www.dentstation.co.uk](http://www.dentstation.co.uk)

07824 66 52 66

## Dent in the 1950s Part 2

by Rodney Hampson © 2010

In the fifties, there wasn't the intense competition for parcels traffic that prevails today: the Post Office carried parcels up to fifteen pounds, and the railways and British Road Services carried the larger items. Dent received its share: parcels for the Dent shops, mail order catalogue items for housewives, goods for the blacksmith and joiner, all came by rail, and almost all were delivered by Haygarths, the coalmen. I think we paid sixpence or a shilling an item, and Haygarths signed for everything. A very convenient arrangement, except that they took the parcels 'when they were going that way' and so Dent Head and Deepdale deliveries waited for days, or even weeks sometimes. Many of the farms are located on the hillsides, well off the public roads, and it was usual to have a small shelter at the roadside, where goods were happily left unattended. In that honest area, I don't recall any problem with theft.

Once or twice a year we had a small avalanche of cartons of cattle medicines for even the most remote farms. Coopers of Berkhamsted sent some, but the principal supplier that I remember was Day, Son and Hewitt of Crewe. Obviously, their representatives did a thorough round of all the farms, and this was the result. Some packages waited quite a long time!

Our biggest problem in handling was Rayburn cookers, then very popular with farmers' wives in place of the old black-leaded kitchen ranges. Willan Hodgson, the Dent blacksmith, had supplied the old ranges, to be seen with his name on the chimney breast, and reaped further profit by replacing them with Rayburns. The farmers themselves were treating themselves to 'lile grey Fergies', Ferguson tractors, to ride round upon. The quad-bike for 'looking the sheep' was unheard of then. The problem with the Rayburns was that they came in crates weighing four hundredweight each.

At one time, Dent had a crane, and the cruciform stone foundation was still visible in the yard, but there was no crane in 1952. It was all hands to manoeuvre the crate from the tariff van, onto a four-wheeled truck. All hands again to hoist it onto Haygarths' lorry.

Either the Dent joiner or blacksmith imported scythe poles from Sussex, by rail. These were not the common 'S' shaped ones, but long straight poles with a shallow 'C' curve at the blade end, used in Dent for serious mowing on steep meadows. The joiner was also the undertaker for the dale, and we received packs of pre-sawn coffin boards for them to make up to measure, stain and polish.

**Shops:** there was a small general shop, Ginny's, at Dee Cottage, Cowgill, where Mr. Middleton also sold paraffin and ran a branch of a savings bank. In Dent itself, Dinsdale's was a large scale grocers and general hardware shop, and Batty's was a smaller grocers opposite the Post Office. The Sub-Post Office, perhaps Mr. Sharples, sold the usual stationery etc., and next door was a ladies outfitters, associated with the PO. There were two shoe-menders, John Haygarth who also ran a taxi, and Mr. Fawcett at the east entry to the churchyard, who possibly also sold new shoes.

There was one butcher, Rowly Burton, the joiner and the blacksmith, Haygarths' garage on the Hill, Mr. Sanderson the corn merchant, and an antiques shop owned by Donald Crossley. He had a sideline in restoring rush-bottomed chairs, and also specialised in Mason's Ironstone China, the founder of which firm was a native of Dent. Most of these businesses received goods by rail occasionally, and 'returned empties'.

Crates and boxes were charged for by suppliers, and it was worthwhile to pay small charges to return them for credit. This gave the Station Master the obligation to collect the small charges once a month – a pleasant bike-ride in summer. I recall Willan Hodgson, the elderly blacksmith, sitting at

his bureau-bookcase, and when I apologised for the larger than usual bill, commenting 'Ah, well, lad – more empties, more trade!'

Dent had a few notable visitors in the 1950s: Roger Fulford, the author, lived at Barbon Manor, and brought his visitors to see the trains. Marie Hartley and Joan Ingleby, writers on the dales, came to the station whilst writing the Dent chapter of *The Yorkshire Dales*.

There were some practical local arrangements, not found in any printed instructions. Newspaper parcels from W.H. Smith's platform bookstall at Hellifield came out on the 0810 train. Freddy Spratt, efficient manager (and sole member of staff), sent out daily bundles, some to locations like Helwith Bridge, Selside and Blea Moor, hurled from the train by the guard. On closure of the Hellifield bookstall, Freddy ran Skipton Station refreshment room for years.

Dent's share of the newspaper delivery was the daily parcel for Cowgill Institute. This contained papers and magazines for many of the Cowgill residents. The regular drill was for the 'Institute papers' to be taken down the hill by whoever was going, usually the coal merchant, sometimes a taxi driver. The package was put in the spacious window sill, inside the Institute, opened up by the first caller, and the individually addressed papers finally delivered by whoever was passing the address – it all worked.

Upper Dentdale was served by Dr. Higgins from Hawes. He came into the dale every Thursday, and if you needed him, you left word with one of his regular calls. He took his prescriptions back to Roma O'Connor, the chemist at Hawes, and she sent them in an open carton on the train, 'Bonnyface', the same afternoon. The platelayers going off duty would call in the booking office, take any prescription for delivery on their way home, and the remainder went in the open box to Cowgill Institute. Left in the windowsill there, like

the newspapers, the prescriptions were taken to their recipients by anyone visiting the Institute – it all worked well. When I lived at the Station House, our butchers' meat was also sent from the butcher at Hawes by Bonnyface.

Station Masters attended Superintendent's meetings: the Royal Hotel at Carnforth to meet the District Commercial Superintendent from Barrow; and the Unicorn at Skipton for the District Operating Superintendent from Leeds. The Skipton meeting on 2 December 1954 was abandoned when the DOS was told that there were landslides on the Morecambe line and at Garsdale. 1954 was a very wet year: Ribbleshead recorded over 100 inches of rain for the year, including a phenomenal five and a half inches on 2 December!

When I went to Dent, I lodged with Miss Lily Thwaite at No. 4, Garsdale Station Cottages. Miss Thwaite routinely accommodated Relief Station Masters. Traditionally, the cottages only had running water in the wash-houses. The proposal to pipe water into the cottages and provide flush toilets for an extra half-crown (twelve and a half pence) on the weekly rent was viewed apprehensively. The Station Master's house, No 5, already had indoor water and perhaps even a bathroom.

Miss Thwaite's brother Harold, with his notable wing collars, was technically a porter at Garsdale, but capable of performing all office duties. Like Ribbleshead, Garsdale boasted a harmonium for church services in the down waiting room. It also had a small lending library housed in a glass-fronted cupboard, provided by a lady in the early 1900s for the staff.

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

## Brothers In Steam Part 2

by Albert Knight

The return journey from Carlisle had its problems but not in anyway like the journey from Birmingham. Particularly for me, on the early morning trip, with my sleeping troubles. On one trip I remember being so tired that when we topped the summit and were coasting down the drag, I stood up and held on to the two injector steam valves (two brass wheels about four inches in diameter that controlled the steam inlet to the two injectors that by a series of cones overcome the boiler pressure to force replacement water into the boiler). These were set high on the boiler back plate, and about three foot apart. With my feet set apart I soon dropped off asleep for about ten minutes (so my driver said). One other place always was difficult for me in this respect. It was when we were running through Derby station at around seven in the morning, for some reason this seems a time when my body needs to sleep. Even now if I have had a sleepless night I can usually drop off at that time.

The difference with the two trips was that at the end of the return trip, the running was easy just when you needed it to be. When the fire was well clinkered up and the coal at the back of the tender, of course you were tired. I remember one trip when our engine had obviously not been coaled up with best coal. This became apparent when the firebox built up with ash and not clinker. By the time we were nearing home I was having difficulty in getting coal into to the firebox due to the build up of ash. It was up to just over the fire hole lip plate (a semi circular casting that covered the lower half of the fire hole to prevent wear on boiler plate work. Above this was the smoke plate, which was a semi-circular plate to deflect cold air down to the fire bed and not the tube plate). As you can imagine we virtually limped home.

There were several reasons that

governed what sort of trip you had. The first of course was the engine you had, I must give credit to the shed foremen at Saltley Depot; they did the best they could to find you the best engine. During the war and for many years after, maintenance of motive power was at its lowest. If you were unlucky you would get one that had its big ends (the main bearing connected to the wheels) knocking. I found that when I went to bed at home or at the barracks I could still hear the banging in my head. Or you could get a bad steamer, rough rider (worn axle boxes) and poor coal. Saltley had a tall recoaling hopper (The Cathedral); coal problems would occur if briquettes or ovoids were loaded into the coal hopper. They were made of coal dust and some sort of bitumen binding agent pressed into 9x9x12 inch briquettes or large egg shapes (ovoids). Due to the mix it was impossible to damp them down to lay the dust. Thus you went home as black as the ace of spades. Poor coal meant you burnt more, as Harry found out when they were given a 5 XP for the return trip from Carlisle; they arrived at Birmingham with only about a barrow full of coal left.

Then there was the Driver you were booked with (this worked both ways of course). If I remember correctly, the links were composed of twelve sets of men, and each year you moved to the driver below on the list. This way you knew if you were going to have a good or bad year in front of you. One Driver who will be nameless was particularly bad. I was told a story about him by his fireman. They made the stop at Skipton and the fireman was rushing to get some clinker out of the fire. The Driver climbed back up on the footplate and said "one of the headlights is out". It was the fireman's responsibility to light the oil lamps, but it would have been just as easy for him to do it while the fireman was trying to keep a good head of steam for him to finish the trip. I was lucky during my tenure, because I moved up to the top

passenger link before I took my year with him. Most of the drivers I had would do what they could to help you out, depending on their physical state. Most were getting older by the time they had reached these links. In fact most of them in the lower links (being younger) would work "day about" ie do the firing alternate days. I had one driver that did all the firing when I was booked with him.

I was booked with this Driver on an evening class A London goods train. Just as we were about to pull out of Lawley street sidings our loco Inspector Tommy Wood climbed on. My mate just nodded to me to say stop where you are. As soon as we got the OK, I proceeded with Tom standing behind me. We were going via Wigston Glen Parva Leicestershire. There we were to be relieved by Leicester men and return to Birmingham on a return goods. On the route from Whitacre junction there was quite a heavy gradient up to Arley tunnel followed by a down grade to Nuneaton. The Engine was a 2,6,0 crab in a very poor condition and we seemed to be using quite a lot of water. As we climbed up towards the summit at Arley tunnel Tom stepped forward and said to me "do you think we will be OK for water, or should we stop at Nuneaton to top up?" I looked at the gauge and said "I'm sure we will, we have not used half a tank yet and all the hard works done." "OK" he said. I

thought, how strange! I was a fireman with a driver and a loco inspector and I am the one who is being asked to make the decision. Perhaps he was testing me for the time when I would be tested to become a passed fireman the first stage of becoming a fully fledged driver.

I had another experience with Tom in Durran Hill, Carlisle. He joined us as we were about to leave. Fortunately, I had not started to put a good bed of fire on ready for the climb out of there (the correct way is to keep a low bed of fire). He turned to me and said "Albert I want to see you keep a low bed of fire by the book". This meant no more than six shovels round the box at a time. I thought this was going to be a bit of a job because of the climb and no decent bed of fire to start with. I did manage to keep a good head of steam all the way to Ais Gill summit, and when my mate shut off for the descent, I opened the fire doors to find that the fire was so low I had a job to build it up for when we had to open up again. The fire must have been "dancing on the bars". I had to break up the coal into very small pieces and spread it over the box and put the blower on full to get it going again. Fortunately it picked up sufficiently for us to reach the bottom of the gradient I said "that was a close call Tom"; "yes" he said, "perhaps the fire was too low when we started off, remember that in future". I

thought to myself "it wouldn't have happened if you hadn't got on". Fortunately for me, he got off at Skipton.

*(To be continued; the full text of this article can be found in the 'History' section of the FoSCL website – [www.foscl.org.uk](http://www.foscl.org.uk))*

Left: 6201 Princess Elizabeth at Settle – August 2010.

**Photo: Barry Stuart**



## The Way We Were Then

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

*compiled by Paul A. Kampen*

**November 1985:** Chairman Brian Sutcliffe noted that the line had enjoyed record receipts during the year. The campaign to obtain a public enquiry had been successful in applying political pressure and it was anticipated that a further political campaign would be required after the T.U.C.C. hearings. B.R. were preparing revised 'Heads of Information' which would be sent to all objectors. Assistant Secretary Phillippa Simpson recorded the introduction of a 'Glasgow–Settle–Carlisle Round Robin' ticket which gave a fare of £12 for travel in both directions. The £8 'North Country Round Robin' ticket had been extended to Annan and Dumfries.

**November 1990:** We welcomed Bob Parmley to the post of Leading Railman at Appleby station. And Class 60 locos had been seen on driver training duties on the line.

**November 1995:** Chairman Michael Owen was pleased to record that the S&C had been used frequently as a freight diversionary route during October due to the closure of the Tyne Valley line. Empty coal and limestone traffic had been seen on

the S&C. Michael and Pete Shaw had attended a naming ceremony at Kirkby Thore for a Class 60 locomotive – *Gypsum Queen 11*. Arnold Pacey described a new venture which he had undertaken in the company of Peter Davies – the Ribbleshead Shanty Town Walk. And there was an article by the late Barbara Watson, a keen researcher and FoSCLA volunteer. This recorded her parents' life at Ais Gill (where they had the first radio set in the area) where her father was a signalman.

**November 2000:** Chairman Philip Johnston expressed concerns over the state of the railway services at the time. On the S&C, the Ribbleshead Quarry sidings had been brought back into use with the stockpiling of ballast from Shap quarry to use in the Leeds area where the sidings at Healey Mills had become congested.

**November 2005:** Chairman Philip Johnston announced his retirement – having reached the age of 70. He described the FoSCL committee by using the analogy of the iceberg – "It's what you don't see which is most potent!" This remains true today with every committee member exerting

much unseen effort to the cause of the S&C. The volunteers were not forgotten and Eric Stanley had won the Community Rail Award for 'Outstanding Volunteer Contribution' at a dinner held in Norwich.

*A visitor to the S&C in 2010 was D1015 seen here at Waitby. 31/7/10*

**Photo:**  
John Cooper–Smith



## 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.*

### New Trains

An article in the August issue of the Magazine comments on the trains used by Northern on the Settle–Carlisle line. The problem with the 158s is not their age but the standard of presentation of them. The overall appearance of them is generally shabby, the air-conditioning is rarely working, many of the seat-back tables are missing, the carpets are frequently deeply stained and seat covers are often fraying at the edges. Also, many of the units have high, square-topped seat backs giving a restricted view out of the windows – a view that many of the passengers have paid to see. We encountered a complete contrast earlier this year when travelling on Scotrail 156's to Mallaig and Oban. These are somewhat older than the Northern 158's, yet they were spotlessly clean inside and out, the seats were comfortable and there were good views of the scenery through the windows. No air-conditioning but that is surely better than 2 hours in the sealed box of a 158 when the air-conditioning is not working and none of the stand-by windows have been opened – and why have Northern not fitted more reliable air-conditioning like some other operators?

**Freight Traffic:** With a likely decline in coal traffic in coming years, this could be a good time to push for a return of traffic from Horton quarry to the railway. There is pressure from Settle people for the quarry lorries to be re-routed through Giggleswick and from Giggleswick people for them to be re-routed through Settle. The only alternative route is the railway.

Local employment should not be an issue as most of the lorries come from far away and only a part of the quarry output would be suitable for transfer to rail in any

case. But the quarry has a long future for output.

### C. Whitton – by email

(Drew Haley of Northern Rail comments: *We do recognise that we have some way to go still with our fleet to be in a position we are happy with. We have 290 trains and have refurbished well over half of these during this franchise despite there being no direct investment in the franchise for this.*

*We do have to stagger refurbishments for practicality; also we need as many trains out in traffic as possible, to cope with the 25 million extra passengers we now carry than in 2004.*

*We have invested in putting the same Air Con equipment that other operators have (except 158/9s which is planned for next year) and conductors should open the windows if the environment is uncomfortable. Over the last 18 months we have replaced all seat covers and the design of the seat has been specified in conjunction with the leasing company.*

*Cleanliness is a key target for us this year to drive up satisfaction, we are currently retraining cleaners following a reorganisation that has brought control back in house. We have also just received the latest in carpet shampooing equipment at Neville Hill, which staff are being trained on. These should see an improvement alongside a keener focus from the management team).*

### Foot Crossings

I refer to a recent edition of the 'Railway Magazine' showing a potential situation that occurred at Ribbleshead (*a photo of a family being posed for photographs on the Ribbleshead foot crossing shortly before the passing of a freight train* – Ed). Even before I saw this I encountered the crossing when I alighted at Ribbleshead from a Carlisle-bound train over the Bank Holiday weekend. I was somewhat

surprised that we were allowed to walk right in front of the train although I was uncertain if it was starting to move again. People in holiday mood are easily distracted when arriving at their destination and may start to treat the railway as just another attraction where they may go at will.

In view of the alarming number of incidents at level crossings recently, I think that the open nature of the Ribbleshead crossing needs to be reviewed. I noticed that at other stations crossing the line is strictly prohibited. Permission at Ribbleshead dilutes this message.

My view is that a footbridge here should be an absolute priority even if it has to be initially a low-cost structure not in conformity with the landscape. Until that time, maybe the train conductor should escort passengers across.

This may sound very 'nanny state', but we want to see the line busier and the repercussions of an accident at this crossing could seriously impair the image of the line and the excellent work that our professionals and volunteers are achieving.

**Guy Hundy – Leeds**

### **Lake District Guided Walks**

I have noticed that the guided monthly walks to the Lake District on a Saturday, using the early train, seem to have disappeared from the guided walks programme. Whilst I have never been on any of these walks myself, I feel that FoSCL is losing potential hikers (and customers supporting the early Saturday train) who like a strenuous walk in the Lake District. To me the walks programme doesn't look as interesting as it used to since these walks have disappeared. It would be good to see them reinstated.

**John Langford – by email**

(FoSCL Guided Walks Co-ordinator David Singleton comments: *The guided walks are led by volunteers, all of whom choose their own routes, dates and levels of strenuousness. The*

*strenuous Lake District walks were led by two volunteers who unfortunately are no longer leading walks. At the present time I am afraid that there are no walk leaders who wish to do walks in the Lake District. I am sorry if this makes the programme less interesting to your correspondent and I can assure him that should anyone offer to lead walks in the Lake District using the 'early train' from Leeds I would be more than happy to include them in future programmes).*

### **Restoration of Local Roads**

A few issues ago, the FoSCL newsletter featured a moan from me about the mess contractors vehicles had made of the lane between the A66 and Long Marton whilst stabilizing the rail trackbed. After gentle probing and moaning Network Rail agreed to fund the restoration of our country road and contractors have just completed the work. What was required was repairing and re-tarring stretches of road surface, stabilizing of the verge where deep rutting had occurred and completion by resoiling and seeding.

The message here is that rail improvements need to include restoration of local roads used by contractors and the need for the local community to press for this to be done. Unless such work is done our rural roads will degenerate and lose their rural identity.

**Carl Bendelow – by email**

### **Brothers in Steam**

The last magazine particularly roused my interest with the article on Page 34: 'Brothers in Steam Part 1' by Albert Knight. I am sure that the brothers would remember my late father, Ernest Shuttleworth. My father was transferred just before the war to Saltley Locomotive depot (he was later to tell my husband Philip that he was sent down on missionary work! – Yorkshire you see). My father was born in Bradford in 1905 and retired in 1970 working as a top link driver



at Saltley and driving regularly between Birmingham and Carlisle. I have been a member of FoSCL for many years but this is the first time that I have read about Saltley in the magazine.

I have wonderful memories of my father taking me every Friday afternoon on the crossbar of his bike when he went to the shed to pick up his wages; and then on up Duddleston Mill Road to the railway canteen for faggots, chips and peas for tea. The ladies there always made a fuss of me and said "you are a good girl waiting on your dad" as I went to fetch our plates – such happy memories. I loved it, and everything about Saltley shed, from climbing on to the steam engines to going on the turntable. I have three brothers older than me but they did not follow my Dad onto the railways. I wonder if I would have done had I been a boy? My parents lived in Fordhough Lane, Bordesley Green, Birmingham. I can still remember my Dad coming home from work, peddling on his bike to our house, as black as soot after his shift as fireman and later as driver from Carlisle. Once in the house, my Mum would peel off my Dad's shirt and vest off his back, often wringing with sweat. "That was a long way swinging the banjo" he would say to my Mum; he was a very fit man.

One of my lasting memories will be the opportunity to walk along Ribbleshead Viaduct in July 2007 – in his footsteps so to speak as he used to drive from Leeds to Carlisle. For me it was very moving thinking of the number of times that he would have driven over the viaduct – and I had actually walked across! I cannot thank Network Rail enough. I'm sure that my Dad was looking down on me and feeling as proud as I am, and as I am of him. My Dad passed away in March 1986 aged 80 and is still very much missed.

I must take this opportunity to thank Peter Davies for the interesting tour that we had with him after the walk across

the viaduct. It was a memorable day that my husband Philip, son Jonathan and myself will always remember.

**Olive Gould (nee Shuttleworth)–  
Tamworth, Staffs**

### **Skipton Man Remembers**

The article "Skipton man remembers" in the May magazine brought back many memories, I used 0920 ex St Pancras train to Glasgow and its southbound counterpart many times in the late 50s. I use to join it at Harpenden. It ran on Fridays as well as Saturdays and possibly Mondays in those days.

On one occasion a number of people joined at Sheffield hoping to go to Leeds, not

# N<sup>o</sup>5

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sure how they got there in the end! On another occasion we stopped at Horton for a blow as the engine was short of steam. From memory the north bound service was usually a class 5. The southbound service stopped at Leeds and it ran as a separate train not in the path of a Leicester to St Pancras semi fast at the southern end of its journey. I used to change at Kettering, it was usually a Kingmoor Jubilee to Leeds then a BR or LMS class 5, on one occasion it was a compound, 41071, I believe, but it came off at Sheffield to be replaced by a BR class 5. Once in the early 50s I did see this train at Harpenden with a compound in charge, the only time I have ever seen a compound with a red hot smokebox door, I assume it had come from Leeds.

I left Glasgow in 1958 so did not use the line in the A3 era, an opportunity missed!

**Nigel Lester – by email**

### **Low House Crossing**

While not knowing where on the line Low House crossing is, I was pleased and interested to read Richard Morris's use of the word 'lonning', explained in his footnote as Cumbrian for track or drive. Readers may like to know that quite far away on Northumberland's coast, Holy Island has two lonnings, officially so called on the

larger-scale maps. The 'Straight Lonning' runs from south to north almost all the way across the middle of the island, and is straight, wide and walled, though only about half is now suitable for vehicles. The 'Crooked Lonning' has a few bends, and is basically a west-east track across about half of the island branching from the Straight Lonning, again about half being suitable for vehicles. Both are often deserted, and are delightful to walk, though Holy Island's terrain is of course very different from the S&C's!

**Adrian Thornton – Witney, Oxon**

### **A Different View**

The photograph below, taken from the upper deck of one of Cumbria Classic Coaches fleet of vintage buses, showing the arrival of a connecting northbound service at Kirkby Stephen, portrays a different view of the S&C?

The bus calls at the station en route to Barnard Castle, adding to the variety of destinations that can be reached from the line.

I consider that we are very fortunate that such services, and their modern day counterparts, connect regularly to S&C services, and all deserve our support.

**Peter Ainsworth –  
by email**



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Rear Cover Photos:

Jubilee 5690 *Leander* is seen on the 'Fellsman' on 1st September 2010.

Top: *Leander* storms through Settle on the down working.

Left: *Leander* at Birkett Common returning with the up train.

Photos: Chris Dyson

