



Quarterly Magazine  
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# RESTORING PASSENGER RAIL SERVICES

**MANCHESTER - CLITHEROE  
- HELLIFIELD - CARLISLE**

*If a morning and evening service Manchester/Carlisle were  
timetabled in each direction, would you travel:*

**To Manchester/Manchester Airport**

**To the Yorkshire Dales**

**To Scotland**

**How many journeys will you make a year**

*(assuming a return trip is 2 journeys)*

**What is your postcode?**

☐☐☐☐☐☐☐☐☐☐☐

To Manchester ↓



FoSCL's New Campaign for Rail Restoration  
The Friends of the Settle - Carlisle Line



## FRIENDS OF THE SETTLE – CARLISLE LINE

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

President: The Hon. Sir William McAlpine Bt.

**Vice Presidents:** Lord Inglewood DL; The Bishop of Carlisle; Edward Album; Ron Cotton; Ann Cryer; David Curry; Philip Johnston; Eric Martlew; Pete Shaw; Ken Shingleton; Brian Sutcliffe MBE; Gary Waller; David Ward.

**Chairman:** Richard Morris - richard.morris @settle-carlisle.com

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*\* Indicates that these members were co-opted after the Annual General Meeting in accordance with the FoSCL constitution.*

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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 August 2012 magazine will be Friday 13th July. 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

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**MEMBERSHIP SUBSCRIPTIONS:** Individual member: £10. Junior member: £3. Family member: £12.50. Corporate member: £40. Life member: £250. Joint Life membership: £350.

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**Cover Photo:** FoSCL is launching a campaign for services between Carlisle and Manchester using the under-utilised railway line between Clitheroe and Hellifield. Image: i print - Settle

## FoSCL Chairman **Richard Morris** writes:

**A**t last year's AGM, when I'd been Chairman for all of about 10 minutes, someone asked whether FoSCL would have a new Five Year Plan. "Yes", I said on the spur of the moment. Well, we haven't yet got one but it may not matter: we've been doing a great deal of planning over the past year and have a few achievements under our belt as well.

A great deal has happened in the last 12 months: the McNulty Report on cost savings, the recent government Command Paper based on McNulty and the announcements of the Northern Hub and electrification of several routes in northern England. Oh yes, and Northern Rail finally got some "new" rolling stock – a nett 60 carriages worth of Pacers and 150s! All this has influenced our thinking.

This time last year we were about to get an early morning through train Leeds-Carlisle and Carlisle-Leeds. This had been on FoSCL's wish list for years and the southbound one was welcomed as a lifeline by people from Glasgow and points south as far as Kirkby Stephen who could now get to Leeds earlier than 11.37 am! The northbound one has been extremely punctual, the southbound one much less so, leading to justifiable outrage among the commuters of Settle. Nor did the southbound one stop at Lazonby, Garsdale or Dent. FoSCL, working closely with STropRUG, the new commuters' user group, has chipped away at the powers that be to improve the situation. We can take credit for bringing Network Rail and Northern Rail together to resolve the various causes of delay. This is not glamorous, but a joint effort by all parties has improved timekeeping, got a southbound stop at Lazonby from last December and, we are told, a Garsdale stop from this May.

There are those, including a few of our members, who would have us make a lot of noise to the effect that things are awful, we deserve better etc etc. But the world doesn't work like that.

Let's be honest, we don't have any power, we're a mere user group. But we do have influence: over the past year some of us have been on a very steep learning curve and I'm very grateful to FoSCL's rail industry experts who have been passing on their knowledge and experience, and this has borne fruit. We are listened to by the TOC and by Network Rail because we're beginning to speak their language, and we have regular meetings with both at a senior level. And we could have enormous influence over where the S&C fits in a new franchise if we play our cards right.

One year ago it was clear that FoSCL's thinking would become increasingly dominated by re-franchising: Northern's franchise ends in September 2013, or at the latest April 2014. Long before that we have to have our plans in place to present to bidders for the new franchise. Yes, we can make a case for an improved Leeds-Carlisle service: nothing dramatic in the short term, just a regular two-hourly service with two or three additional trains a day. The exciting prospect is a direct Manchester-Carlisle service via Blackburn and Settle, using the existing, currently freight only (apart from the summer Lancashire DalesRail Sunday service) line between Clitheroe and Hellifield.

For years anyone you spoke to has said "There's no business case." It rolls off the tongue

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

just like that – no thought involved. Why? Our guess is that it's based on a consultants' report of 1997, for which various bodies contributed some £20,000 and which looked at Lancashire DalesRail only and came to the very timid conclusion that it might be worthwhile extending that service to Saturdays as well as Sundays. Nothing happened, and we don't think anyone has looked at it since.

FoSCL has done some preliminary work. We've found that a lot of people in the Eden Valley and the Yorkshire Dales fly from Manchester airport. How do they get there? By car or even taxi. People in Settle would like the option of commuting to Manchester. The Manchester and Bolton Ramblers would like to visit the Dales.

We're even mounting an "underground campaign". The other week Judy and I were in London briefly for the David Hockney exhibition at the Royal Academy. We caught the tube back from Leicester Square underground station. The train came in just as we reached the platform and we jumped on and stood at the end of the carriage, not sure if it was the right one. "I'll just look at the map and check", I said to Judy.

"Are you from the North, like us?" said a voice next to me.

"Yes, Carlisle. Where are you from?"

"Clitheroe".

"Ah, how would you like a through train service from Clitheroe via the Yorkshire Dales to Carlisle?"

"I'd love it!"

By the time I'd explained the reason for the question we'd reached Tottenham Court Road and he had to get off.

"See you in Carlisle!", were his parting words.

Now, this anecdote in itself may not constitute a business case, but we're setting up a poster campaign, on-line and hard copy surveys together with our friends in the Ribble Valley Rail Way Group, which should give us the evidence we need. We're convinced that this is an idea whose time has come.

In the last Settle-Carlisle Journal I mentioned a former Transport Minister's view that the fares in the North of England are too low to warrant new trains. So FoSCL did some on-train research. What's the average highly subsidised fare in West Yorkshire, somewhere just over £1 is it? Last autumn we did an accurate survey of passengers – where are you travelling from and to, do you have a railcard or a pass? On one typical train between Carlisle and Settle the average fare was £16.40. I wonder if it's possible that the S&C bit of the line is actually profitable. Anyone got any accurate figures for the running costs of a 158?

Oh dear, the Editor will have a go at me for taking up too much space. But there are a couple of other things that need a mention.

Kirkby Stephen West station is leased by Network Rail to the Settle-Carlisle Railway Trust. They have a very successful self-catering cottage in part of the building. The other end of the station building is now being converted into a second holiday let with financial support from FoSCL. Douglas Hodgins, FoSCL Vice-Chairman and Chairman of the Settle-Carlisle Railway Development Company has quite enough to do with these two roles. Unfortunately for him, he also lives near Kirkby Stephen and has taken on the project management of the conversion which is currently taking a great deal of his time. But as a result we're confident that the second apartment will open to visitors on schedule in June, thus providing the Trust with a welcome extra source of income. See the advert in this issue for more details.



RailFest, the massive event at the National Rail Museum over nine days at the start of June, is being held for the first time in eight years. FoSCL has paid quite a large sum to have a stall there for all nine days. We think this could be a good investment: last time we got quite a few new members, most of whom have stayed with us. And it will be excellent publicity for us and our campaigns for the next franchise. Come and pay us a visit!

## Editorial

Some members may be a little surprised to find that their magazine has arrived a day or so early. The Royal Mail has informed us of several major changes to their bulk mailing services. The 'Mailsort 3' option, which we have been using, has been withdrawn and replaced by a service called 'Business Mail'. Although to a large extent this is a re-branding exercise, it does have some possible implications for the future; we will keep you informed of developments as and when they occur but, in the meantime, the Royal Mail are guaranteeing a shorter delivery time than previously.

Andrew Griffiths has had to stand down as FoSCL Public Relations Officer; we are very grateful to Andrew for his work in modernising our procedures. Andrew, and his wife Rachel, will continue to contribute to FoSCL from north of the border. Rachel will continue to undertake design work for us.

Mark Rand has agreed to become Media Relations Officer for FoSCL. This expanded role reflects the challenges of the coming years in the world of instant communication. Mark has a great deal of media experience during his police career and since - and has been on all the media courses. His favourite press anecdote, when providing a quote after the theft of a goat, was "We shall be searching every crook and nanny".

We also have two new additions to our committee team: Paul Levet has joined us as a co-opted committee member with the title of 'Business Development Coordinator'. Paul is from Clitheroe and is very much involved in building up a case for the restoration of services between Clitheroe and Hellifield. There will be a fuller introduction to him in the next issue.

Joy Smith joins our team of advisers as 'Schools Liaison Coordinator'. Joy is a supply teacher in Bradford - specialising in work with children who suffer from hearing impairment. She is a longstanding FoSCL member, is a member of the magazine packing team and organised activities for children during the walk over the Ribbleshead viaduct in 2009.

Together with our campaign to restore services between Clitheroe and Hellifield, work to interest children in the railways - in particular the S&C - must take a prime place in the activities of FoSCL over the next few years. We are in consultation and collaboration with our friends and colleagues from Ribbles Valley Rail with regard to both projects in what we hope will be a long and fruitful partnership. In the meantime, if you are visiting Settle with your children in the near future, have a look at what Settle children have to say on page 26.

And finally, in response to requests from several people, this issue utilises 'Left-aligned' rather than 'Justified' text. We cannot please everybody all of the time but you are always welcome to let us know what you think.

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

# FoSCL Notes

## AGM Report

**T**he 2012 Annual General Meeting of FoSCL was held on Saturday April 28th at the Hallmark Hotel in Carlisle; 77 members attended plus 12 members of the committee. A further 18 members tendered their apologies. In his report, Chairman Richard Morris commented that the committee was now expanded to the full strength allowed under the constitution i.e., 15 members. There were also approximately 200 active volunteers who undertake tasks such as leading guided walks, garden maintenance, on-train guiding, shop sales etc. FoSCL had spent money on projects such as the Carlisle Station Gateway, Appleby station refurbishment and the exterior decoration of Ribbleshead station. The previous year's developments were outlined: these included the reintroduction of early morning trains; FoSCL had brokered dialogue between Northern Rail and Network Rail in order to solve the punctuality problems with these trains. Surveys suggested that there was more Leeds-Scotland traffic than expected; also that publicity leaflets have surprisingly little effect.

Treasurer Stephen Way introduced the accounts noting that FoSCL had been tasked by its members to spend money - this had been done. Miscellaneous expenses included increased publicity costs, first aid courses, the iPhone launch and, to come, a presence at the York Railfest and preparations for the 2014 celebrations to mark the 25th anniversary of the saving of the S&C. Profits on sales were increased by over £5,000 over the year; however, income from membership and donations was down. Despite this, there was to be no increase in subscription rates.

Ways must be found of attracting new members - especially young members.

In response to a question from the floor, Richard Morris noted that we shall need to set money aside for the forthcoming campaigns and a possible contribution towards the introduction of additional train services.

The current FoSCL officers: Richard Morris (Chairman), Stephen Way (Treasurer) and Paul Kampen (Secretary) were re-elected unopposed. Ruth Evans, Alan Glover and John Johnson were elected to serve on the committee until the 2015 AGM.

Guest speaker was John Stevenson MP, the Member of Parliament for Carlisle. Mr Stevenson, Joint Chair of the all-party Parliamentary WCML group, spoke of the passion and commitment of volunteers. His talk covered the WCML re-franchising, HS2 and the S&C. He said that the answer to the problems of the rail industry was 'leadership, leadership, leadership'. At the conclusion of his speech, there were several questions from the floor and all were impressed by Mr Stevenson's ready, witty but to the point answers.

**Paul A. Kampen - Secretary, FoSCL**



**John Stevenson M.P. (left) and FoSCL Chairman Richard Morris at the AGM.**  
**Photo: Mark Rand**

## Clitheroe - Hellifield

**T**he front cover of the magazine asks for public support in completing a survey to confirm their interest in running more passenger services on the Clitheroe to Hellifield line.

The Clitheroe-Hellifield Line

follows the river Ribble valley, with beautiful countryside on either side of the line. The short and shallow tunnel at Gisburn has attractive portals and an interesting history as it was built as a pre-condition of the land owners, the Lister family, who did not want their estate affected by the railway. A viaduct crosses over Stock Beck before passing through the village of Nappa and climbing and passing the recently restored ancient Hellifield Peel.

Travellers arriving at Hellifield will see a great example of Victorian railway station architecture, symptomatic of a very busy railway junction, which it was, in the heyday of railway construction.

Our research so far has shown a demand for more services on this line as follows:

- There is a potential demand for travel to and from the Settle Carlisle corridor to Manchester Airport of several thousand journeys per year based on a 2009 CAA survey on air transport in the UK.
- A survey from Appleby Grammar School confirms the demand for rail services to Manchester Airport which is currently satisfied by costly taxis or car usage.
- Ramblers from Manchester and Bolton would like to use a service to the Yorkshire Dales.
- Anecdotal evidence from several sources in Settle and Hellifield confirms a strong interest in travel to Manchester for shopping, entertainment and work.
- Plus the fact that there is an existing line, under-utilised! There is no need for large amounts of capital to update the present infrastructure.

### What could be achieved:

- Manchester, Bolton and Clitheroe only have connections to the Yorkshire Dales on Sundays during the summer season. A yearly round service would improve this situation.
- A quicker and cheaper journey for people living in the Settle corridor travelling to Manchester Airport. This journey usually involves travel to Leeds changing onto a busy TransPennine train.
- Residents of the Yorkshire Dales & the Eden Valley could have access to Manchester and its shopping, entertainment and work.
- Clitheroe travellers to Scotland have to change at Blackburn and Preston when they could enjoy a more direct service via the scenic Settle and Carlisle line.
- Travel to Skipton and Leeds from Clitheroe could also be improved by connecting Clitheroe to Hellifield.

This survey is the second stage of project work being undertaken by a team from FoSCL: Richard Morris, Paul Levet, Ruth Evans, Paul Kampen & Pat Rand are looking at the possibility of achieving a timetable whereby Manchester-Carlisle is added to the National Network Timetable. Dual track is currently used by DalesRail summer Sunday services, freight trains and charter services but has not had weekday passenger services for several decades. WHY should you be interested in this campaign? Connecting the Manchester -Clitheroe line with the Settle-Carlisle line would fill a yawning gap in the national network of rail lines, linking the Yorkshire Dales with Manchester.

If you can help, complete our online survey on: [www.foscl.org.uk](http://www.foscl.org.uk)

**Paul Levet -  
FoSCL  
Business Development  
Co-ordinator**

## Ribblehead 'Shanty Town' Walks

Walking tours on foot around the railway construction site at Ribblehead will take place every Wednesday from July 4th to September 12th inclusive plus Saturday 18th August.

On all days there will be two walks available: a short walk of approximately two and a half miles covering the shanty town sites, remains of the brickworks, limekiln, tramway system, presumed site office etc. This walk returns to Ribblehead at approx. 1.00pm in time for the 13.18 train south or the 13.48 north. The long walk is approx. five miles and goes over Blea Moor to view Littledale, where most of the stone was obtained to construct the viaduct, and the tunnel airshafts. This tour arrives back at Ribblehead at approx. 3.00pm; again to connect with the trains (15.27 south, 16.01 north). On both walks we talk about the history of the railway's construction, the life of the railway builders and refurbishment of the viaduct. We also hope to answer your questions.

Waterproofs, stout footwear (preferably walking boots which must be worn for the long walk) are essential whatever the weather which at Ribblehead is unpredictable and can be severe. A packed lunch is essential for the long walk.

Please meet at the main building on Ribblehead station at approx 10.25 for either tour - this gives good connections from the trains in either direction (08.49 from Leeds, 08.53 from Carlisle - NB train times are different on Saturdays). There is no charge but donations would be appreciated.

Whilst every care will be taken, participants must be mindful of their own safety whilst on the walks and no responsibility can be taken by FoSCL. Instructions from the leaders must be followed at all times and we reserve the right to shorten, re-route or even cancel walks at short notice if weather conditions are deemed to be unsafe. We also reserve the right to ask people not to join us if they are not suitably kitted out. Please do not take this as being unfriendly or unwelcoming; there are no serious dangers to the tours - but that is because we do not take risks!

And lastly - sorry for all the strictures! - the walks DO NOT go onto the Ribblehead viaduct itself. We look forward to meeting you.

## Coming Events

**Throughout the year** - opportunities to visit the Armathwaite signalbox - contact John Johnson 01228 593943 mobile 07759 593224 email: john.johnson@settle-carlisle.com

**2nd June - 9th June:** Railfest, York.

**1st December** - FoSCL Christmas Lunch - Falcon Manor Hotel, Settle

**8th December** - Christmas Open day - Settle station

**15th December** - Langwathby Christmas lunch

**2014:** The 25th anniversary of the saving of the S&C. The Minister's announcement was made on April 11th 1989. Was this a significant date for you too? Wedding? Happy (or even sad) event? New job/ Promotion/Retirement? What were you doing that day? Where were you and what was your reaction when you heard the news? What significance has the line's reprieve and rejuvenation had for you since? FoSCL would be very happy to have your answers to these questions over the next two years as we plan the anniversary celebrations. Please have a think and let us know. You can contact the Editor (contact details in front cover) and a special anniversary contact page will be set up on the FoSCL website: [www.foscl.org.uk](http://www.foscl.org.uk)

## Membership Matters

We note the deaths of the following members and send our condolences to their families and friends:

Dr. J. Davidson, Romsey, Hampshire.  
Mr. C. C. Evison, Annan, Dumfriesshire.  
Mr. D. G. Hanson, Penrith, Cumbria.  
Mr. J. C. Hudson, Clitheroe, Lancashire.  
Mr. F. Jowett, Great Asby, Cumbria.  
Mr. A. P. Koolman, Bromley, Kent.  
Mr. D. K. Lukes, Bedford.  
Mr. J. McMullon, Swindon, Wiltshire.  
Mr. P. Sewell, Bedale, N.Yorks.  
Mr. R. D. Spiers, Harrogate, N. Yorks.  
Mr. J. Warriner, Preston, Lancashire.

Magazines to the following members have been returned as undeliverable:

Dr. D. Johnson, Shetland. (Address inaccessible)  
Mr. Paul Purvis, Stockton on Tees.  
Mr. T. James, Winchester, Hampshire.  
Miss C. Race, Keighley, West Yorkshire.  
Mr. D. G. Rogers, Selby, North Yorkshire.  
Mr. M. J. Watkins, Ledbury, Herefordshire.

If anybody knows the correct address for these six members, could they please let us know.

**Peter G. Davies -  
Membership Secretary**

## Welcome Sign

Settle station's approach driveway has for some years been home to a splendid 'Welcome to the Settle-Carlisle Line' sign. The wording was flanked by images of the line but time and weather had not been kind to them.

FoSCL has replaced them with posterised photographs of Settle Station and of the Ribbleshead Viaduct/ Ingleborough. The sign is a favourite background in front of which visitors pose for souvenir photographs. The restored water tower adds to the scene. Thanks to Rachel Griffiths of ImageRail for her help in providing the images and supplying the finished items in time for the Easter crowds.

**Text & Photo: Mark Rand**





## Signs of old times

Today's technology demands numbers for platforms but there are problems. People who are unfamiliar with a particular station are less interested in 'Platform 1 or Platform 2' - they need to know which side are the trains for, in our case, Leeds and Carlisle. Just such signs once existed but had become delapidated or had vanished. Settle FoSCL volunteers Bob Swallow and Robin Benzie discovered these signs languishing under Settle Signal Box. Knowing how important and useful they were, Robin got out his fret saw and paint brushes and the result are these splendidly restored signs, soon to be serving their much needed original functions on the platforms at Settle.



*Bob Swallow and Robin Benzie with the signs.  
Text and Photo: Mark Rand*

## Kath Smith

Members will be saddened to hear that Kath suffered a serious accident some weeks ago and this necessitated a long stay in hospital. She is now convalescing and all members, I am sure, will join with the committee in sending our best wishes for a speedy recovery. If you would like to join Kath's team on the Appleby shop staff she would be very pleased to hear from you (address in front cover).

**Paul A. Kampen**

## Station Gardens Competition Plaque

FoSCL's Last of the Summer Wine Gang at Settle Signal Box have reinstated the station gardens competition plaque at Settle. It had got into a sorry state and the volunteers had it re-silvered, potentially at their own expense. They delivered it to, and collected it from, Sheffield and have restored its backing board themselves. It is something of a photographic challenge.

Others know the story better than I but Station Master Taylor, firstly of Horton and later of Settle, won it year after year as can be seen. Legend has it that he transferred to Settle to let others have a chance. The result can be seen at Settle!

The competition faded but there is room for many years worth of winners if it was felt appropriate to reinstate the competition for the S&C stations and if Mr Taylor's family, who still own the plaque, were to agree.

Well done the Summer Wine Gang I say - and of course Eric Stanley and other gardeners all along the S&C who maintain Mr Taylor's tradition.

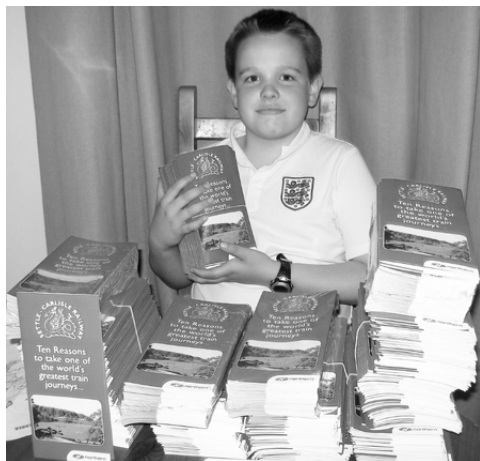
**Mark Rand**

*Below: L - R Robin Benzie, Mark Rand, Mrs Brenda Newby (daughter of Stationmaster Taylor), Robin Corbett and Joan Corbett with the plaque. Photo: Bob Swallow*



## Railfest Preparations

Preparations are now well underway for the FoSCL stand at the York Railfest in June. One of our aims for the event is to increase the number of FoSCL members. Matthew Tomlinson, at ten years of age one of our youngest volunteers, has assisted us by inserting membership information into seven thousand leaflets. We are very grateful for his contribution towards making Railfest a success for us.



## Obituary - Peter Sewell

It is with sadness that we learned of the death of Peter Sewell on Easter Saturday, aged 71.

Peter had been a FoSCL life-member and was active during the campaign to save the S&C from proposed closure in the 1980s - although he lived in Staplehurst, Kent. After retiring he moved to Bedale, in Wensleydale, which enabled him to become a volunteer in our Appleby shop.

He travelled the whole of the S&C making a detailed photographic record of all the structures, large and small; a pastime which earned him the nickname "The Culvert Man"!

Peter had a large collection of railway memorabilia; including posters acquired via a connection with the Bill Room at Euston; and numerous historic S&C postcards, plus topographic cards featuring Cumberland and Westmorland villages.

We extend condolences to his widow, Ann, and to his two children - son in Newcastle, daughter in Staplehurst.

**Pete Shaw**



***FoSCL On-train guide  
Eric Stanley seen here  
explaining the interior  
of the preserved Settle  
signalbox to a coach party.***

***The photo and inscription  
was presented by  
Newmarket Travel to  
thank Eric for all of his  
work with coach parties  
- especially on Sundays  
when other on-train  
guides are not available.***

To Eric with thanks for your informative and humorous commentaries given to my many groups on the  
***Settle and Carlisle Line.***  
Emyr Phillips, Tour Manager.



## FoSCL 'Shanty Town Team' and Dr Robert White

For many years, FoSCL has hosted guided walks around the shanty town site at Ribbleshead. Features in the ground which look like bumps and lumps are often industrial archaeological remains dating from the construction of the S&C. For example: those 'pathways' which you can see from the train when approaching and crossing the Ribbleshead viaduct are actually the trackbeds of a narrow-gauge railway system which the original contractor for the line - Mr Ashwell - built to convey materials around the site. They didn't have JCBs then - they had something far more interesting! Other features which can be seen include the remains of a brickworks, the sites of a hospital and other buildings, and large blocks of stone which still have the drill-holes made by those dressing them.

Over the years the team, led by Peter Davies, has added to its knowledge of the area by reading contemporary accounts (particularly from the *Lancaster Guardian*). And work by the Ingleton Archaeological Society has helped to explain a feature which, for years, caused some controversy. Some secondary sources have posed many questions - exactly where was Batty Wife Hole? And can we pinpoint the Belgravia shanty town suburb?

Additionally, there is no doubt that certain learned articles which have appeared over the years give conflicting information.

FoSCL has recently commenced a project to record the heritage features of the S&C and, with that also in mind, Ruth Evans & Peter Davies organised a tour around the site which took place on Wednesday March 14th. Our shanty town team and members of the heritage recording team were joined by Dr. Robert White, Senior Historic Environment Officer for the Yorkshire Dales National Park, and Tony Freschini of the Settle-Carlisle Railway Trust. Taking the same route as the regular Wednesday 'short' walk, we discussed with Dr White many points of interest; we obtained his opinion on features where there has been some dispute and this helps us to be more confident with what we say from now on; one point on our walk will now be omitted as we learned that the information which we have been using is probably inaccurate; and we will be able to point to features which we have previously omitted.

Tony Freschini's account of how he worked out a process for refurbishing the viaduct, and then put it into practice, was very enlightening. The morning finished with an excellent lunch provided by Pat Beckwith of the S&C Railway Trust (who is also a shanty town walk guide).

Altogether a very stimulating morning.

### Paul A. Kampen

*Seen near to the site of the railway constructor's stoneyard are L-R:*

*Dave Freer, Mike Cooke, Susan Banks, Richard Pike, Alan Rogerson, Dr Robert White and Peter Davies. They are discussing a block of limestone which still bears the drill marks from the 'plug and feathers' method of stone dressing. Neil Simpson (L) and Nigel Mussett approach along a trackbed of the contractor's railway. Photo: Mark Harvey*



## Meet Your Committee

### Paul Kampen - Secretary & Editor

**F**irst the name - it's not Dutch. My father was a Canadian serviceman and his father was a Norwegian farmer who was descended from Scots called Campbell. Incidentally, my maternal grandmother was Belgian with some German ancestry and my father's mother was Danish so I can claim to be a complete mongrel!

I took an early interest in railways and our family shopping trips into Bradford were a regular treat. We would take the train from Shipley to Bradford Forster Square; memories include the guard showing the green flag to the driver on what is now platform 5 at Shipley, the glow of engine fireboxes at Forster Square in late afternoons during winter and - the highlight of every trip - passing Manningham engine sheds. Here I was always fascinated by two ancient tank engines, their chimneys covered in sacking, which stood cold and lifeless in a siding.

Growing up in the 50s and 60s I was part of the 'Rock and Roll Generation'. Personally, I could not see the point: I was singing in the local church choir and we had classical records at home (78s - remember them?) - these were far more to my taste. We went to all the Halle Orchestra's concerts in Bradford and I took more and more interest in the French horn section. A family friend had an instrument and, in those more enlightened times, specialist tuition was available free of charge in all the West Riding of Yorkshire's schools. I commenced lessons - reaching a high enough standard to be awarded a place at the Northern School of Music in Manchester after taking my A levels. I spent three years at this rather quirky institution learning the tools of the professional musician's trade - and much else besides!

On completion of my studies I was offered a temporary job in Salford for one term covering for one of their 'peripatetic' brass instrumental music teachers who was off work. At some of the schools which I visited I found myself dealing with groups of disaffected teenage boys whose main reason for taking the lessons was to get out

of class for half an hour each week. This was a steep learning curve which I survived well enough to be given a second term towards the end of which I was offered a job with the Orchestra of D'Oyly Carte Opera - touring Gilbert and Sullivan around the country.

My next move was to Rochdale where I was once more employed as a 'peripatetic' music teacher for brass instruments. After a couple of years I was being offered more-and-more engagements playing music and, for some time, I was allowed to keep my timetable flexible. Eventually it was getting too flexible with some schools, quite justifiably, starting to complain. I was given an ultimatum - was I an employee of Rochdale Education Authority or a freelance musician? Not without some regrets I decided on the latter and for the next four years enjoyed a roving life; this included getting to know the S&C on regular journeys to Scotland. I then spent a short time with the now defunct Northern Radio Orchestra in Manchester - recording light music for Radio 2 - before joining Opera North, Leeds, in October 1978. I spent 26 years watching ON develop from a supremely talented, highly enthusiastic collection of individuals to the company of international repute which it is today.

In semi-retirement since leaving Opera North in 2004 I have continued to play and teach music and have also started a second career as a schools' examination invigilator. I joined FoSCL soon after it was formed and eventually became a committee member: firstly as 'Newsletter co-ordinator' - then Editor to which I have now added the role of Hon. Secretary. I am also involved with the sales team and the 'shanty town walks'. I hope to go on working for FoSCL as a committee member and volunteer for some time to come but am also conscious that we need to bring on the next generation: the Beatles' *When I'm 64* took on additional significance for me last November.

Who will be running FoSCL in another 30 years? The children whom we need to be getting involved through the schools' programmes which I am very keen to see established in the next few years.

## AGM Reports

Any member who would like a copy of the 2011 - 2012 Financial Report or of the Chairman's AGM report should send an s.a.e. to the Editor - address in front cover.

## The Next Generation

**W**e have begun discussions with schools already using the Settle-Carlisle Line, to see how we could support and encourage wider use. Several committee members and volunteers have had a hand in suggesting contacts or ideas. Paul Kampen and I had a very useful meeting with Brian Haworth and Marjorie Birch at Ribble Valley Rail who have an excellent programme for educational groups and gave us lots to think about – I am sure we will be going to back to them as we progress. We have an ace in the site at Ribblehead, but were quite envious of their activity base at Accrington.

Appleby Grammar School gave us useful data on train use to help our officers to press for improved services and trains. Settle Primary School got some of our tour guides thinking about dressing up, wrote to our magazine editor and passed information out to other schools in the area. By the time this magazine reaches you, I should have been to meet infant pupils at Richard Thornton School after their recent visit to Ribblehead and Carlisle, and the silent signalman from Armathwaite may be leaving his box to visit the local school. Our thanks go to all the schools for their interest. We will let you know more as time goes on.

For the future of the Line, we hope that school involvement will encourage children and families to use services. An increase in school membership, as well as individual and family membership from school communities, would strengthen FoSCL's ability to support and promote the Line. In any event, FoSCL needs the next generation and the one after that.

**Joy Smith - FoSCL Schools Liaison Coordinator**

## Postage to FoSCL

We have recently had several items of mail which bore previously used stamps which had missed the franking machine. In each case FoSCL volunteers had to travel to the sorting office and pay a fee of £1.36 (soon to be 50p plus handling charge which may increase from £1).

We should be grateful if no further mail is sent to FoSCL bearing previously-used stamps.

**Pat Rand -  
Customer Relations Manager**

## Rail Decentralisation Paper

Under the shadow of the McNulty Report another paper, on rail decentralisation, has been produced which may have far more relevance to the S&C. It can be found at:

<http://assets.dft.gov.uk/consultations/dft-2012-10/main-document.pdf>

This is aimed particularly at Community Rail Partnerships (CRPs) but responses from other interested parties are sought. The Dev. Co. and FoSCL feel that a partnership approach is needed and, to that end, have set up a working party.

If anybody has anything that they would like to contribute, please contact the Editor (details in front cover) before Thursday June 7th.

## Communication with FoSCL

Members are always welcome to share their thoughts with us about any matter appertaining to the S&C or to FoSCL.

This can be done in the form of a 'Letter to the Editor' or, for much quicker communication, why not start or enter a debate on the web forum which can be found at our website: [www.foscl.org.uk](http://www.foscl.org.uk)

We just have two requests: firstly that contributions are couched in polite language - whatever you think of those silly opinions (even those of the Secretary/Editor!)

Secondly that it is not used as an enthusiast's blog.

# News Notes

## Possible Booking Office Closures

**T**he McNulty report, followed by the consultation papers issued from the DfT, has raised plenty of discussion and concerns for all of us involved in rail. One such concern is the possibility of losing our precious staffed stations.

Recently it was pointed out to me that booking office closures would adversely affect the Development Company. In reality the Dev. Co. would be worse off, no doubt about that; but surely the biggest losers will be the passengers. With no staffed station the very many elderly, infirm, disabled passengers, (plus parents and buggies) who need to cross the line or be ramped off the train will be seriously disadvantaged.

Obviously we would all fight even the slightest suggestion of Settle and Appleby booking offices closing. However at a recent meeting of many groups on Northern decentralisation, it was expressed that the government was not in the mood for closures. I certainly believe that we are not about to lose our station booking offices.

However, I think its possible that there will be alterations in how stations are maintained and station open hours may be altered but new approaches may actually bring some opportunity for innovative

thinking as well.

Our response to the DfT will highlight the fact that both Settle and Appleby were recently refurbished using a multi-funded approach. Our stations are a hive of activity with shops, offices and catering outlets. More commercial avenues may be needed to reduce costs to the Landlord (at the moment Northern Rail and Network Rail)

Another approach could also be seen: that of increasing income. Stations have almost guaranteed footfall. The Friends shop at Settle generates a healthy income stream. Likewise the catering outlets have commercial value, as does the group travel office and the cafe at Skipton. In the past that income has gone towards other projects on the line, but possibly in future that may be necessary to keep the booking offices open!

In view of the fact that nothing has been decided with regards to booking offices (or indeed many aspects of the future of rail) its important that we (FoSCL and Dev. Co.) push hard to establish a dialogue in the first instance rather than start a fight. There's lots we can contribute as long as we are given the chance.

**Marion Armstrong -  
General Manager - Settle-Carlisle  
Railway Development Company**

## SELF CATERING HOLIDAYS AT LONG MARTON STATION

The station has been painstakingly restored from 1993 with complete authenticity.

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

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



For more details see our website at:  
[www.LongMartonStation.co.uk](http://www.LongMartonStation.co.uk)  
or ring David & Madeleine Adams on:  
0161 775 5669 or 01768 362022  
or email: [dgma@talktalk.net](mailto:dgma@talktalk.net)



## The George Hinchcliffe Special

**O**n Saturday 18th February this special ran from London Euston picking up passengers as far as Preston. In truth it formed a part of the scheduled Cumbrian Mountain Express. At Carnforth two Black Fives - 44932 and 5305 - were waiting to take over for the run over Shap to Carlisle, then back over the S&C and finally down the former L&Y from Hellifield to the West Coast main line at Farrington Junction.

For those readers not familiar with the name George Hinchcliffe, this was the man who with Alan Pegler rescued 4472 *Flying Scotsman* from the cutter's torch back in the 1960s. He then conducted several tours with the engine across the length and breadth of the country. In 1969 he was engineering manager on its first tour of North America and later was appointed General Manager for the second tour taking in Canada.

Acting on behalf of Sir William McAlpine he negotiated its release from its American debts with an offer of just over half of that required before finding, within days, a boat to bring the engine safely back to these shores.

Many more adventures followed back in the UK and, with the engine in Australia,

George became General Manager of Steamtown in 1976, a post he held until his retirement when he arranged the sale of the former shed and environs on behalf of Sir William to West Coast Railways.

In particular George was among others instrumental in bringing steam back to the Settle Carlisle and over Shap. He died in September last year at the age of eighty-nine after a short illness. I had the privilege of knowing George for over thirty years and was one of around eighty guests in two first class carriages provided for the occasion courtesy of West Coast Railways. George's family made the on-board arrangements including excellent meals.

At Appleby a portion of his ashes were scattered on the station garden on the up side. Other such offerings have found their way to many other of his favourite railway locations.

A memorable moment was arriving back at Preston under cover of darkness with two locomotives, one support coach and one first class open from which disembarked around fifty guests, the rest of the train having gone south under electric traction. The expressions of bystanders and station staff alike were a joy to behold.

**Bob Swallow**

**44932 heads the George Hinchcliffe Special at Carlisle on Saturday 18th February.**

**Photo:  
Bob Swallow**



## Group Travel- The Settle-Carlisle Railway Development Company

*Amy Connor is one of the Dev. Co. employees to whom many of the Friends' on-train guides and committee members speak on the phone. She is someone who regularly arranges trips for the many thousands of people who visit the line each year as part of a group booking. So here she is introducing herself!*

I have worked for The Settle-Carlisle Railway Development Company for almost 2 years now. I joined the company in May 2010 on a Future Jobs Fund — a Government Funding scheme which was for 6 months. Once the 6 month funded period was finished I was then offered the position permanently, on a part-time basis based at Appleby, and I am in the office Monday-Friday.

Here is some information about what I do relating to Group Travel, on a daily basis: Everyday, on arrival, I will check the answer-phone messages and emails. These may be group bookings, cancellations, amendments of current bookings or just enquiries. I do always make sure I reply to everyone with as much information as I can provide. This sometimes involves doing a little research in order to help with the query, but this also expands my knowledge for future reference. I will answer telephone enquiries throughout the day and the queries vary. We do get a lot of telephone calls enquiring about Steam train bookings, where I re-direct them to Statesman Rail and the UK steam website. We do also get a number of calls from the public just checking trains are running, fares and times etc. Quite often a group will phone up with a certain date and time in mind and this may not be available; I do always try and come up with alternative options.

I ensure all administration correspondence with groups is dealt with, (usually by email) confirming journeys of booked groups, taking payment (via phone or post), emailing letters to Settle if a group is purchasing their ticket on the day. I do a lot of liaising with both Settle and Appleby

booking offices, for train information, fares and the issuing of tickets. I am often in contact with Leeds Specialised Sales as well, with the booking of new groups, amending or cancelling of journeys currently booked or just with queries about the railway.

I keep a spreadsheet of all group travel bookings, cancellations, Leeds Bookings and tickets, all of which is updated on a regular basis. I keep hard copies of correspondence in our files so that everything is at hand should there be a need for it.

Quite often groups will ask me to arrange a guide for their journey; I then contact Rod Metcalfe and email through the details and he is extremely helpful with these requests. All in all I have had a very busy two years with a lot to learn, but I love the job and really enjoy working to help the Settle-Carlisle railway!

**Amy Connor - Group Travel - Settle-Carlisle Railway Development Company**



## Bus Links This Summer

Great news for S&C users is that there are more bus links this summer to enable you to visit places "just off the line" - thanks to efficient management by the Dales & Bowland CIC and funding from FoSCL, Northern, Metro and many others. Full details are online at [www.dalesbus.org](http://www.dalesbus.org) or in the Metro DalesBus booklet available from stations and TICs or send an A5 SAE to John Disney, "Milldale", 2 Station Rd, West Hallam, Ilkeston, Derbyshire DE7 6GW. Your views on DalesBus services are always appreciated: please write to me or e-mail [media@dalesandbowland.com](mailto:media@dalesandbowland.com)

### Summary of connecting services:

**SKIPTON** has daily buses to Grassington, Kettlewell & Buckden. Weekday buses now start at the Bus Station and run via the Railway Station; there are six through buses between Skipton and Buckden together with an hourly service to Grassington. There is also a School-days-only bus at 16.00 from Halton Gill via Arncliffe to Grassington connecting with the 16.50 bus to Skipton which could prove useful to walkers. A Special Offer on Sundays will allow FREE travel for anyone with a return rail ticket to stations north of Skipton on the 17.50 Fellwalker bus from

Buckden via Kettlewell & Grassington to Skipton Station. There are weekend buses to Malham with an early departure on Saturdays July 7 to Sept 1 at 08.45 and every Sunday at 09.50 to Malham & Malham Tarn being ideal for long linear walks. Daily services to Embsay stop at the preserved station for Steam Trains to Bolton Abbey with regular buses from Skipton Station to Bolton Abbey on Sundays.

**SETTLE** has daily buses to Austwick, Clapham Village and Ingleton; weekday morning buses connect with 08.19 and 10.19 Leeds to Morecambe trains at Giggleswick (wait opposite the Craven Arms entrance). The Malham Tarn Shuttle runs every Sunday and on Saturdays from July 7 to Sept 1 connecting Settle with the Tarn and Malham; use it to walk over to Upper Wharfedale. Bowland Transit buses run Mon - Sat from Clitheroe via Slaidburn to Settle and continue via Langcliffe, Stainforth & Helwith Bridge to Horton; perfect for a short riverside stroll back to Settle.

**RIBBLEHEAD** is a key Sunday interchange with the Northern Dalesman this year starting in Lancaster and connecting with the 09.00 ex Leeds for Hawes, Buttertubs Pass, Keld, Muker, Gunnerside, Reeth and Richmond. Change at Hawes for Aysgarth, Leyburn (for Wensleydale



*The first bus meets the first train of the day at Dent Station on Saturday 7 April. Group includes (from second left) Dent Parish Councillors, Peter Knaption, Jock Cairns (Chairman) and Ken Smith.*



Railway) and Northallerton. Rail users can buy a Northern Dales Rover ticket for unlimited travel for just £5. Users of Lancashire DalesRail will find another Northern Dalesman bus (which starts in Darlington) waiting to take them to Ingleton.

DENT now has Saturday AND Sunday buses to Dent Village and Sedbergh with the Saturday morning bus continuing to Kendal. These connect with trains from Leeds, Carlisle and Lancashire and provide a range of opportunities for walking and sightseeing with up to 7.5 hours walking time in Sedbergh to explore the Howgills. You can also use the bus to explore Dent - why not walk down along the Dales Way and ride back up to the station on the bus? GARSDALE is the key weekday interchange with the Little White Bus offering a daily connecting service to Hawes via Hardraw. The real bonus however is the Demand-responsive Service which will take you to Swaledale Mon - Sat (as far as Keld or Gunnerside) or down Wensleydale daily (as far as West Burton). To use this service contact the Upper Wensleydale Community Office on 01969 667400 (Mon - Fri 1000 - 1630) or the bus driver

direct on 0781 698 6448. Sample single fares from Garsdale are £3 to Hawes; £7 to Askrigg; £8 to Muker; £9 to Gunnerside. Advance booking is recommended but short notice journeys are often possible; the Little White Bus can also connect with mid-afternoon trains at Garsdale on request.

KIRKBY STEPHEN has Mon - Sat buses to the town centre (for Brough) and to Sedbergh and Kendal but sadly connections often involve a lengthy wait on the station. Good connections are available however on Tuesdays (to Hawes) and Wednesdays (to Barnard Castle) via Vintage Bus with discounts for rail users.

Bus Passes are valid on all DalesBus services EXCEPT Demand-responsive Services. A Skipton DalesBus ticket allows travel from Skipton Station to Grassington and Buckden for just £3 more than an Off-Peak Day Return to Skipton - ask at your local station for details. Most Sunday services also operate on Bank Holiday Mondays and Jubilee Tuesday but there are minor timetable changes to maintain connections with weekday train times. Check before travelling!

**John Disney**

## Self-catering on the Settle-Carlisle Line?

***Stay at Kirkby Stephen Station***

**All year round Accommodation**

**available for full weeks and**

**short breaks**



**Call us on: 01768 374 982 or 01729 823116**

**or visit our website [www.sandctrust.org.uk](http://www.sandctrust.org.uk)**

**to find out more about our new 'Platform cottage'**

## Surveying the Settle-Carlisle Conservation Corridor

**T**he project to identify and record the remaining historic structures within the Settle-Carlisle Conservation Area is now well underway. The initial scoping exercise suggests that, in addition to a myriad of smaller features, the project will need to photograph and record 380 numbered bridges; 21 stations; 13 signal boxes and more than 100 line-side huts.

The 1912 land plans are currently being linked to modern mapping (to obtain OS grid references) and reviewed in detail (to obtain distances from St Pancras in miles & chains) for each relevant structure. This information will allow us to compile a base Structure List which will form the control document for the project. Initial contact has been made with Network Rail, Northern and the Yorkshire Dales National Park and we are delighted to report that, in each case the response has been positive and supportive.

A standard survey form has been created and a set of accompanying Survey Guidance Notes is currently being compiled. A number of on-the-ground surveys have been carried out to test the form and to obtain photographs for use in project publicity. Information & photographs have been received from five FoSCL members and offers of practical assistance have been received from two more.

A list of the key tasks associated with the project has been compiled and this will allow us to involve other people as soon as the Structure List and Survey Guidance Notes have been completed. The three areas where assistance would be most helpful are:

- \* collating and controlling the material gathered during the field surveys;
- \* reviewing and cataloguing published/donated material; and
- \* making a selection of this material available on the FoSCL website.

All of these activities can be done from home, although you will need to have a computer and a reasonably fast

broadband connection.

If you live reasonably close to the line, assistance with the field-work would be greatly appreciated. However, you will need to be willing to use your own transport to reach sections of the line close to public roads and / or to have the necessary fitness & experience to walk 6 to 14 miles over rough & remote terrain to reach the more inaccessible spots.

If you would like to help with this project, please contact Ruth Evans (see below) to register your potential interest. If you have already done so, thank-you for your patience: we will contact you shortly.

If you have any photographs, cine-film or video, plans, drawings, or other records that you think might be useful, please contact Ruth Evans outlining briefly the nature and content of the material and your terms regarding the use of that material (e.g. permanent gift, copy & return, view & return, etc).

A selection of photographs illustrating the diverse range of line-side huts that can be found along the line is included in the centre 'colour' section.

**Ruth Evans (FoSCL Volunteers Coordinator)** can be contacted via e-mail: [ruth.evans@settle-carlisle.com](mailto:ruth.evans@settle-carlisle.com), or by post: Ruth Evans 49 Kings Mill Lane, Settle, North Yorkshire BD24 9FD. If e-mailing, please note the hyphen (which was accidentally omitted in the previous article).

**Mark Harvey, Ruth Evans,  
Dave Freer,  
Nigel Mussett and Bob Swallow.**

*Opposite: Mark Harvey's photos show the variety of huts on the line.*

*Centre Pages: 45407 and 44871 head south over Ribbleshead Viaduct with the Cumbrian Mountain Express on 28th January.  
Photo: John Cooper-Smith*

There is an incredible amount of variety in the design of, and construction materials used for, the 100+ line side huts that can still be seen within the Settle–Carlisle Railway Conservation Area. However, one of the things that most of them have in common is their poor and rapidly deteriorating condition (as evidenced by the photographs on this page). Although the majority of these structures are now operationally redundant, they played a key role in the safe and efficient operation of the railway for more than a century.



1: Platelayers' hut at the north end of Ribbleshead Viaduct



2: Platelayers' hut at Kelbeck (Dentdale)



3: Platelayers' hut near the north portal of Rise Hill Tunnel (Garsdale)



4: Unclassified hut at the south end of Kirkby Stephen station



5: Unclassified hut at the south end of Armathwaite station



6: Lamp hut & unclassified hut at the south end of Appleby station



7: Fog hut located near Hellfield Junction



8: Partly demolished (or collapsed) platelayers' hut near Salt Lake (Ribblesdale)



9: Demolished unclassified hut near the north portal of Blea Moor Tunnel (Dentdale)



10: The "Mason's hut" near the south portal of Blea Moor Tunnel (Ribblesdale)

One of the goals of the Structure Survey Project is to find-out more about the design, construction, original purpose, subsequent use(s), maintenance, repair, and / or demolition of these structures. If you have any information or memories relating to these unsung heroes of railway architecture, the project team would be extremely interested to hear from you (please contact Ruth Evans in the first instance).

Photographs 2 & 3 taken by Andrew Kidd and supplied courtesy of Network Rail / YDNPA. All others on this page taken by Mark Harvey.









*Above: 45407 and 44871 emerge from the mist at Waitby Common with the Winter Cumbrian Mountain Express on 28th January . Photo Pat Arrowsmith*

*Below: 34067 Tangmere at Ribbleshead station with the returning Cumbrian Mountain Express on April 12th.*

*Photo: John Oates*





## Water Tower Blog

The television programme went out on February 16th but that is by no means the end of the story. There remains a mountain of work to do before we can consider the whole project finished. The water crane is now in position in front of the water tower and looks awesome in its original Midland Railway colours. Its elevated position above the drive emphasises the sheer scale of railway structures of the steam era. It greatly assists interpretation of the tower's function.

From the very morning after the TV programme's screening people have been coming to Settle to see the tower, to be photographed in front of it and to ride on the trains. Some have remarked that the hour-long programme did not show enough of the tower's restoration, concentrating as it did on the history of the Midland Railway and its expansion to Scotland via the S&C. We were delighted at that approach as publicity for the line was our main objective in exposing the project (and therefore ourselves) to the sometimes unforgiving scrutiny of television. It enabled the programme makers, Tiger Aspect, to re-tell the amazing S&C story - this time with the added perspective of Michael Portillo. He was at pains to stress the importance of FoSCL's role in the eventual decision to spare the line from closure. He restated his pride that saving the Settle-Carlisle line was his finest achievement in politics. He was gracious enough to say - and I quote:

*"They were called The Friends of the Settle-Carlisle Line. They were very very good humoured and they were very effective. They made this very good case and they showed a different possible future for the railway."*

*I remember I was very concerned that the Friends of the Settle-Carlisle Line should show a long term commitment - that they should deliver the things they said they would.*

*Without the campaign, without the Friends of the Settle-Carlisle Line, the story would have worked out very differently."*

**Mark Rand**

## S&C Charter Trains

FoSCL member Kathryn Marsden sends details of charter train operations on the S&C during the next couple of months.

### Steam Dreams:

1. Their Cathedrals Explorer, from London to Scotland and return, from Friday 18th to Friday 25th May, passes south on the S & C on Thursday 24th May.
2. Thursday 31st May, from London to Carlisle, going south the S & C on the return journey. The loco is *Tornado*.
3. Thursday 30th August, *The Cathedrals Express*, Colchester to Carlisle, and it indicates that it will be going both ways on the S & C.
4. In the Christmas Shopping trips, it mentions London to Carlisle on Tuesday 27th November, but no further information as yet.

Steam Dreams: Tel 01483 209 888

[www.steamdreams.com](http://www.steamdreams.com)

### The Railway Touring Company

Every Sunday from 22nd July to 9th September, inclusive, starting from York. They are doing their trips on Mondays, every Monday from 23rd July to and including the 20th August, starting from Crewe.

The Railway Touring Company

Tel: 01553 661500

[www.railwaytouring.net](http://www.railwaytouring.net)

### Compass Tours

The Mersey Moorlander, hauled by a vintage 1960s diesel from Crewe to Preston (and return), where the steam, from West Coast Railway Co, will join. The engines will be from the pool available. Full silver service, if wanted, in Premier Dining will be available, also First Class and Standard. They are going up the S & C, and back down the main line.

[info@compasstoursbyrail.co.uk](mailto:info@compasstoursbyrail.co.uk),

Tel: 0151 722 1147

***These details are correct at the time of writing but we do not accept responsibility for any changes. They are given for those who may wish to book to travel on the trains. Please note that FoSCL committee members do not have exact timings for any of the trains - please contact the appropriate operator.***



## Special Traffic Report

Number in ***bold italics*** indicates steam locomotive.

23rd Jan.	HST	Heaton - Derby, test train
28th Jan.	HST	Derby - Heaton, test train
28th Jan.	<b><i>44871 + 45407</i></b>	Carlisle - Manchester Victoria
4th Feb.	<b><i>45305</i></b>	Euston - Carlisle
11th Feb.	<b><i>70013</i></b>	Euston - Carlisle
17th Feb.	47790/47810	Carlisle - Newcastle - Northern Belle
18th Feb.	<b><i>44932 + 45407</i></b>	Carlisle - Euston
25th Feb.	<b><i>70013</i></b>	Carlisle - Euston
25th Feb.	67xxx	Milton Keynes - Carlisle
3rd March	<b><i>70000</i></b>	Carlisle - Euston
10th March	<b><i>70000</i></b>	Carlisle - Bristol
10th March	<b><i>5043</i></b>	Carlisle - Euston
21st March	47786/47826	Codshall - Carlisle
23rd March	47826/47786	Rugby - Carlisle
30th March	47786/47826	Helensburgh - York
31st March	<b><i>70013</i></b>	Carlisle - Euston
12th April	<b><i>34067</i></b>	Carlisle - Euston
14th April	57601/57001	Leicester - Carlisle
19th April	<b><i>3442</i></b>	Barrow Hill - Thornton
20th April	47851/47826	Kidderminster - Carlisle
26th April	<b><i>46223</i></b>	Round Britain Tour

A new freight working has occasionally run, from a quarry near Shap, to Stourton in Leeds. It has been reported on 4th March and 15th April.

The second steam special on 10th March was meant to be double-headed with locos 5043 *Earl of Mount Edgecumbe* and 6201 *Princess Elizabeth*, but 6201 had problems in Carlisle, so 5043 worked the train alone. 6201 ran just with support coach as far as Appleby, but was not fit enough to continue, and stayed in the yard for repairs; eventually going on to Crewe on the 13th.

On Sunday April 8th, two Voyagers were diverted via the S&C from the WCML, due to engineering works.

**Pete Shaw**



**5043 Earl of Mount Edgecumbe creates a lot of interest as it speeds through Settle station on 10th March having left its scheduled running partner - 6201 Princess Elizabeth - in Carlisle.**

**Photo: John Carey**

## News from Other Lines

Reaching Wensleydale in Summertime –  
[www.wensleydalera railway.com](http://www.wensleydalera railway.com)

**WENSLEYDALE RAILWAY'S** scheduled train services offer opportunities for travel into the dale, with special events, guided walks and excursions providing an extra incentive to use train services on some dates. Printed copies of the timetable are available - and also a very attractive leaflet for **WR's Guided Walks & Excursions in 2012\*\*** (or see the above website).

The **Wensleydale vintage bus** - which runs from Ripon to Masham, Leyburn, WR's Redmire station, Carperby, Aysgarth, Bainbridge and Hawes - has been a great success in recent years. There is one trip from Hawes to Garsdale station on its four running days each week up to October 30th (Tuesday, Friday, Saturday, Sunday and Bank Holidays). The printed timetable also gives sample fares so, if you are not on the internet, please ask for a copy (01765 635273).

**SOME DAYS OUT IN WENSLEYDALE** : *Please check WR timetable days and dates before travelling; Proctors (Dales and District) and week-end buses from West Yorkshire provide regular services too.*  
*Aysgarth Falls: WR train to Redmire; vintage bus to Aysgarth Falls.*

On Sat/Sun August 18/19th and Sun/Mon August 26/27th there will be **Open Days** at WR's **Aysgarth station** site. Visit to hear about plans for the future of the station - or book a holiday there (Paul and Susan Markie: email [bothmarkies@tesco.net](mailto:bothmarkies@tesco.net) or phone 01969 663811). **1940s week-end**: Sat/Sun July 28/29th: WR train to Leyburn; enjoy 1940s events, food and atmosphere. The more people who come in period clothes the better! (01969 622317). Special trains (book with WR on 08454 50 54 74): **Summer Jazz and Real Ale** train (Sat June 23rd); **Strawberry Tea Train** (Sat July 21st); **Murder Mystery Night from Leyburn** (Sat Aug 11th); **Evening train & Redmire station BBQ** (Sat Sept 1st); **Murder**

**Mystery Night from Leeming Bar** (Sat Oct 13th). Special events (also book as above): **JMW Turner excursion** ((Sun June 17th); guided walk with pub lunch (Fri July 13th); **Haymeadows excursion** (Sun July 15th); **Geology excursion** (Fri Aug 17th). For two special excursions to **Wensleydale Railway from the East Riding** (Fri June 8 and Fri July 27th) book by phoning Wold Travel on 01759 380407 (not WR).

To mark the **Queen's Diamond Jubilee year**, WR has planned a **60(ish) kilometre footpath route between Garsdale and Northallerton** stations, to be walked in 8 sections during the year. Remaining dates: Fri May 25th; Sat June 23rd; Wed July 18th; Tues Aug 21st; Thurs Oct 4th; Tues Jan 1st. 6-9 mile walks, based on the first train from Leeming Bar (times vary). No need to book; bring packed lunch/drinks.

Garsdale station may feel remote from Hawes, from the perspective of passengers on the Settle-Carlisle line. However **scheduled minibus services** connect with trains at Garsdale and offer some genuine public transport opportunities (careful planning is advised to match up train and bus times on different days of the week).

Groups can pre-book either the Little Red Bus (01423 526655) or the Little White Bus (01969 667400 & 0781 698 6448). Staff at the Yorkshire Dales National Park information centre in the Dales Countryside Museum in Hawes ( 01969 666210) and the Community Office (01969 667400) are very helpful in answering public transport and B&B enquiries.

**\*\*WR's 2012 Guided Walks and Excursions leaflet was sponsored by DITA, the Dales Integrated Transport Alliance, which works in partnership with more than 60 supporting organisations to connect people and places in the Dales. To find out more, or offer help as a volunteer, ring DITA's Information Hotline on 07919 391773 or go to [www.dalesconnect.net](http://www.dalesconnect.net)**

**Ruth Annison (01969 650349)**

## Settle for Visitors with Children By the Children of Year 5, Settle Church of England Primary School (Unedited)

*FoSCL Schools' Liaison Officer Joy Smith writes: With the summer approaching, we asked Mr Macpherson and the pupils from Settle Primary School to give us some ideas of what Settle has to offer passengers with children. We recommend that passengers check current opening times and details before visiting.*

Dear Mr Kampen,

"Mr Mac has asked us to write a letter to you about things children can do at Settle."  
"So here are some suggestions."

Victoria Hall

"First there's Victoria hall which is great for watching plays." "There are fab plays all the family will love especially children."

Settle Swimming Pool

"Another good place is the swimming pool, especially on Saturdays because there is an inflatable up. You can race each other, and if the adults don't want a dip in the pool there is a room next to the pool with a

massive window to watch you."

"The inflatable is like a bouncy castle floating in the water."

The Play Barn

"Personally would recommend the play barn which is aimed at 3 — 8 year olds, but is great for all the family." 'you can climb, slide down and bounce on the big blue balls."

"The Play Barn is a soft play area with tunnels and slides. There is a bit for very young children too. Also there is a drink and snack bar with really nice buns."

"For younger kids, around 3 — 7, there is a soft play area, with a climbing wall for slightly older kids."

"There is a ginormous ball area."

Food and Drink

"Settle has some lovely cafes, for instance The Naked Man where you can get lots of lovely food and drink. We also have Poppies Tea Room, The Singing Kettle and Settle Down Café. We also have Chinese, Indian restaurants and two fish and chip shops." "the Naked Man for really good cakes, poppies with lovely hot chocolate and the Singing Kettle with a really nice atmosphere."



Delightful 2-bedroomed cottage set in open countryside with stunning views. Set in quiet surroundings on the Settle-Carlisle Railway line at Garsdale Head station, making it an ideal location for touring both the Yorkshire Dales and the Lake District. Full weeks, weekends and mid week breaks available. Late availability possible. Sorry no pets.



**Railway Holiday Cottage situated at Garsdale Head station**  
Reasonable rates- Telephone 0114 2696 008 [www.5railwaycottages.co.uk](http://www.5railwaycottages.co.uk)

"Feeling hungry! Visit the 5 star Naked Man which gives you the most chocolaty hot chocolate ever! And mouth watering, can't resist, sausage rolls!!"

"- or the Golden Lion. Even sometimes you get a breakfast at The Royal Oak." "The Singing Kettle is brilliant for its lovely food and cosiness."

"Why not go to the fish and chip shop, the one I always go to is the Fishermen one, I can taste the chips in my mouth right now."

"There 's also an amazing sweet shop called the sweet corner it sells all sorts of sweets and some drinks."

"The sweet corner is the best because it has lots of good sweets, and it has really good ice-cream, it is brilliant and I just love it."

**"BUT THEY ALL TASTE GREAT FROM THE SWEET CORNER! "**

Parks

"The parks are also very good with monkey bars and other things." "We have 2, 1 near Booths and 1 near the river."

Falconry Centre

"Another place is the Falconry Centre it is just out of Settle and is an awesome place for children that like wildlife. They fly birds of prey around the building/" "If you like birds you'll love the falconry centre! You can hold birds of prey and visit the gift shop."

Castleberg

"For more outdoor families there is Castleberg to climb and the river to walk alongside." "If it is a beautiful day there's nothing better to do than go for a lovely walk up Castleberg. Castleberg is a HUGE! rock which has a curvy, wurvy, winding path."

"If you like walking go up Castleberg. Castleberg is a big, big, B.I.G rock. And in the sun Settle is a good place to be. " "Castleberg rock is a big rock face with twisty paths which you can walk up. But be sure to take a camera because the view from the top is amazing!"

"Walking up Castleberg is an amazing option, with lovely plants and at the very top a MIND—BLOWING view of the whole town, or for the more adventurous type, scaling the huge rock, don't look down!"

"On a sunny day you could walk up Castleberg then catch the train home." River

"I would also recommend a nice river walk." "why not have a stroll down the river and if the river's low you might be able to climb Queen's rock or have a paddle."

"So as you can see Settle isn't just for adults it is also good for children and there is lots to do."

"I hope you will come to our fantastic town."

"And I hope you miss your train home so you can stay in Settle longer."

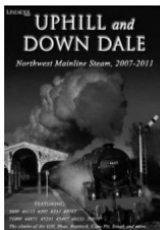
"So Mr Kampen I hope this has given you a few ideas for children to do when they visit Settle."

**Leonie, Thomas, Demos, Daisy,  
Rhianna, Sophie, Jessica, Eleanor,  
Cameron, Christopher, Chloe,  
Latisha, Joseph, Jack, Ann-marie,  
Liam, Jo, Emily, Natasha,  
Kimberley, Oliver, Jasmine and  
John**

**Pupils of Settle School**

## **UPHILL and DOWN DALE**

*Northwest Mainline Steam, 2007-2011*



**Epic 2hr+ DVD focussing on  
mainline steam highlights  
from the S&C, Shap, C. Coast,  
Copy Pit, Beattock (and more!)**

**5690, 46115, 6201, 6233,  
60163, 71000, 44871, 45231,  
45407, 48151, 76079**

**134 minutes, 137 shots On-screen details  
Brief, informative commentary  
Professionally-cut disc  
Several shots have featured on TV!**

**DVD: £18**

**Available from the FoSCL shops at  
Settle and Appleby stations**

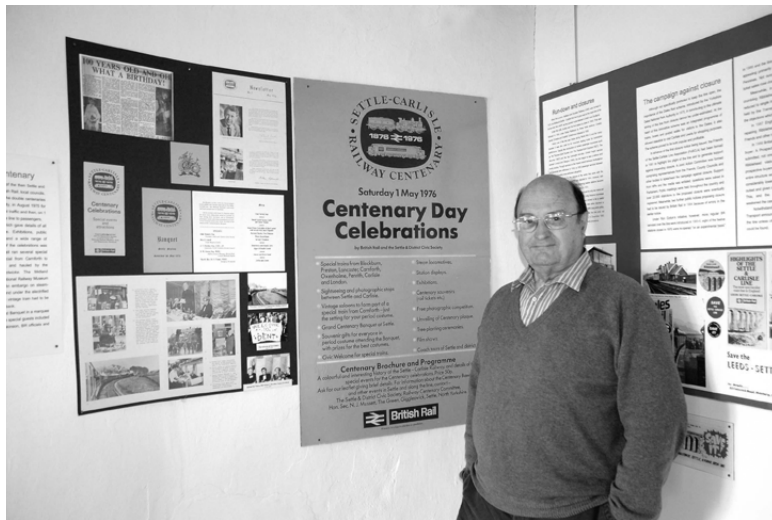
**Orders also welcome at [www.linesidervideo.co.uk](http://www.linesidervideo.co.uk)  
(Free 1<sup>st</sup> Class P&P; secure payment or by cheque)**

**LINESIDER  
Video**



## New permanent S&C exhibition at Settle Museum by Nigel Mussett

Many readers will know that there has been a permanent display featuring the Settle and Carlisle railway on show at the Museum of North Craven Life in The Folly at Settle. Included amongst the artefacts on view are the name board from Ais Gill signal box, the 4mm scale model of Settle station in MR days by Norman Wilkinson and the BR model showing six options for a possible replacement for Ribbleshead viaduct dating from the time when the line was under threat of closure on account of the advanced state of deterioration of this major structure.



**Nigel Mussett at the exhibition**  
**Photo: Anne Read**

A year or so ago the Hon. Curator of the Museum, Anne Read, invited me to revamp the permanent S&C exhibition which occupies a large room at the top of The Folly and I am pleased to report that this task has now been completed. Use has been made of the top landing to provide an introduction to the exhibition as a whole, beginning with a synopsis of the coming of

the railways to North Craven in the 1840s. Along one wall we now have a plan of the line and the Hawes branch (Contract 5 of the S&C project), over 20ft long and at a scale of two inches to one mile, fully illustrated with small vignettes illustrating features and places along the route.

Inside the main room, in addition to the two existing models mentioned above, the exhibition follows various themes in a clockwise direction, the story being told largely in pictures with informative captions, although there are several panels of text which set the themes in some sort of historical context. Above Norman Wilkinson's model along the south wall, attention is focused on the four phases of the line's operation under the Midland Railway, then under the LMS, BR

and finally the Train Operating Companies since privatisation. Opportunity has then been taken to present a great deal of new material relating to the building of the line, a theme with which Bill Mitchell and I have been closely involved for over thirty five years. The wall panels are enhanced by the display in a cabinet alongside of many artefacts not previously on

public view and which will, I hope, all help to bring this exciting aspect of the railway to life.

Attention is then drawn to Ribbleshead viaduct, the use of the line for the export of local produce and natural resources (over twenty are listed!) and the Centenary celebrations of 1975 and 1976, something again which Bill Mitchell and I were closely associated with for three hectic but immensely enjoyable and productive years.

Panels on the last wall depict the plight



of the line as it was deliberately run down by BR and the lively campaign which was mounted against the proposed closure announced in 1983. The success of this long-running campaign is emphasised in the final panels, with an overview of the major improvements and renovations made since the reprieve of 1989. Current timetables and literature on the line, details of FoSCL membership and of associated activities such as the guided walks programme and Dales Rail, together with a Fact File, are all available on hand for those wishing to learn more. My aim is to help the visitor leave the room with a deeper understanding of this remarkable railway and with a wish to experience it at first hand if they have not already done so.

FoSCL has recently made a generous donation to the Museum to enable some phased improvements to be made to this exhibition; at the time of writing we think that this will be initially directed at making the long illustrated line plan in the top corridor into an even more striking permanent feature than it is now.

The Museum is open during the summer

months from Easter until the end of October every day except Mondays and Wednesdays, 1230-1630, and 1030-1630 on Tuesdays. Adult entry is £2.50 per person, with the usual concessions. Under 16s are free.

On Friday, 31 August this year at 7.30 pm in The Folly, a special S&C railway evening event has been arranged with Nick Jones and Alan Daltrey when they will be giving a presentation of their artistic and literary work relating to the line, entitled 'Along the Settle-Carlisle'. Tickets, priced at £6, including refreshments, can be obtained direct from The Folly or by ringing 01729 822893. Owing to limited space, tickets should be booked in advance.

Contact: [www.ncbpt.org.uk/folly](http://www.ncbpt.org.uk/folly)

***Below: The exhibit devoted to the building of the S&C.***

***Photo: Anne Read***



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Tourism & Leisure Award 2008

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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



## The Way We Were Then

*What FoSCL was saying in May 1982, 1987, 1992, 1997, 2002 & 2007 compiled by Paul A. Kampen.*

**May 1982:** "The Settle to Carlisle Line is now fighting for its life!" was the stark message of Newsletter No 4 (actually produced in June). On May 17th most of the line's traffic had been diverted over other routes leaving just two return passenger services per day leaving Leeds at 08.57 and 16.05 with returns from Carlisle at 10.00 and 14.10. The signalbox night shift had been taken off with only Settle Junction, Blea Moor, Kirkby Stephen, Culgaith, Low House and Howe and Co's boxes opening during the day but with little to do. Farcically, on the first Monday, a freight train had been routed towards the S&C but, when the powers-that-be found out, they ordered it to stop at Skipton from where it was eventually taken back to Healey Mills.

**May 1987:** The cover photo showed Peter Lawrence, Ian Taylor and Pete Shaw at Settle station with cartons containing 50,000 full colour leaflets which had been produced to publicise a much improved service: these were the first of what we now call the 'Lineguides'. 70 of the then membership of 2,143 had attended the AGM at which Chairman Brian Sutcliffe had reported on the Transport Users' Consultative Committee hearings, new publicity and on-train surveys, the retirement of Ron Cotton - Project Manager for the line - and Cumbria County Council's work on the 'Dalesman' service. There had been many diversions and special trains over the line and, on April 25th, the mothballed Garsdale signalbox had been staffed to keep the trains moving.

**May 1992:** Chairman Michael Owen had just presided over his first AGM. In his address he had looked to the future and hoped to see through East Midlands-Glasgow trains, development of Manchester - Ribble Valley - Carlisle services and the restoration of freight over the line. Twenty years later the latter is long-since achieved, we are working hard on Manchester - Carlisle and, as for

East Midlands - Glasgow, there have been some false dawns but we still wait in hope! Membership Secretary Roy Dixon recorded that there were 2,383 members - 41 being 'lifers'.

**May 1997:** The previous month had seen the end of British Rail when, on Sunday April 30th, the last Scotrail services each way between Glasgow and Edinburgh and the 9.30 pm from London Euston to Fort William had formed the last passenger services under nationalisation. The British Railways Board remained to take charge of Railfreight Distribution, the through-freight Channel Tunnel service - until English, Welsh and Scottish Railways took charge of this, legal matters outstanding from British Rail days and the British Transport Police until a new freight authority could be formed. Over 100 FoSCL members had met in Skipton for the AGM and Chairman Brian Sutcliffe had introduced Paul Davidson, Project Manager for MTL holdings who were the first private operator for the S&C passenger services.

**May 2002:** Disaster had nearly struck as the AGM in Carlisle coincided with a strike by RMT members. Qualified management staff were crewing some Arriva trains but this was not proposed for the S&C. FoSCL's predicament was put both to the management and to the RMT and it was agreed that, if appropriate staff could be found, one return service would operate to save the AGM. This had duly been achieved but the uncertainty meant that only 59 members attended the meeting. A new franchise for the S&C service was in the bidding process and there were six pre-qualified bidders. These were: Arriva, First, Connex, GB Rail and National Express. The committee mourned the death of one of its members - Dr Robin Goodman of Selside.

**May 2007:** FoSCL was gearing up for a fund-raising walk over Ribbleshead Viaduct. Sadly, there is no prospect of this adventure being repeated due to changes in Network Rail policy for engineering 'blockades'. FoSCL was looking forward to the end of the dreaded 'Pacer' units on the line as Northern Rail were leasing 30 more Class 158s.

## A Brief Encounter

Leaving Garsdale station and crossing Dandry Mire viaduct on the Settle and Carlisle Railway (S&CR), the terrain is bleak and once again I'm struck by the isolation of Hawes Junction Methodist (Mount Zion) chapel, which keeps a lonely vigil a short distance from the line, adjoining the A684.

The first time I saw the chapel was more than 25 years ago when I travelled the length of this spectacular route - then under threat of closure - and wrote a feature for the Methodist Recorder. In those days the chapel was grouped together with two others into the 'Garsdale Fellowship' and regular services were held on Sunday afternoons. But what now? I ask a lady walking through the carriage wearing one of those ubiquitous orange jackets and talking to passengers, if she knows the answer. "Yes, I believe services are still held there," she says. "Well, I'm interested because I'm a Methodist myself," I tell her. "So am I," she replies, "I'm a retired Methodist minister."

Meet the Rev Ruth Kershaw, a supernumerary minister in the Brampton circuit and a volunteer guide with the Friends of the Settle and Carlisle Railway, who travels weekly on a round trip between Carlisle and Settle to promote the line and be available to travellers. To any Methodist who happens to be a rail enthusiast (for whom the S&CR is a kind of nirvana), this might seem like the ultimate retirement occupation. Ruth Kershaw agrees. "Yes, I feel as though I have the best retirement job in the world and I'm grateful," she says. "And before that, I feel I had the best job in Methodism as an active supernumerary minister at Langwathby, in the Kirkoswald circuit!"

It all started about 25 years ago when she and her husband, David (an Anglican clergyman), along with hundreds of others, joined the Friends of the Settle and Carlisle Railway in the drive to save the line. (Eventually they were successful, with a little help from Michael Portillo.) "Before this we used to journey to Leeds from time to time to visit relatives and I travelled the

line a lot from 1995 to 1998 during my time in the Eden Valley, both for work - hospital visiting in Carlisle - and for leisure, walking from station to station, especially Dent, Ribbleshead, Horton and Settle, and doing circular walks in the Settle, Kirkby Stephen and Appleby areas," says Ruth.

Since returning to Brampton she has continued to use the line for leading walks, including one of the Carlisle U3A (University of the Third Age) walking groups called 'Over the Hills', and it was while escorting this group that she became aware that on-train guides had been recruited and that she knew one of them, Richard Morris. After chatting to him she joined the team, since when there has been no looking back. "That was four years ago and I've loved every minute," says Ruth. "I regularly do a Saturday slot, leaving Carlisle at 9.26 am and returning on one of the afternoon trains. I promote the line by talking to people and sometimes they are interested in the literature I carry and sell, but more often they just ask questions. I listen to people - many travellers are locals - and they tell me a lot and some might have queries or a complaint. I work in co-operation with the train managers and the trolley staff and at the end of the day I hand over any takings to the trolley for my sales to go towards the upkeep of this very good service. Sometimes I have tourist groups to meet. Many holiday-operators drop their clients in Settle for the journey to Carlisle, meeting them with the coach at the other end. I talk to such groups on the platform and let them know I am available during the journey. Not all want a running commentary, but many alert me along the route. We seem to be busy throughout the year - summer brings many tourists and the cheap Dales Railcard winter offers attract locals and local groups."

Ruth is thrilled to see the S&CR thriving and to be one of many volunteers. As well as on-train guides, volunteers also staff the shops at Appleby and Settle stations, as well as looking after other stations en route - painting and tending gardens and so on. "My father was a railwayman," says Ruth. "Never an optimist, he gloomily forecast

the line's closure. He would chuckle if he could see me now!"

On my return journey I look out for Hawes Junction chapel again, this time just visible in the gathering dusk. The original building was apparently designed by the Midland Railway Company's London architects and was built by the Midland's stonemasons and navvies in 1876, the year that the Settle to Carlisle line was opened. Although the chapel is no longer used for weekly worship, there has been overwhelming public support through the Friends of Hawes Junction Chapel to keep the building open for special events and services. The chapel continues to be part of the Sedbergh circuit.

**John Singleton**

*(Reproduced by kind permission of the  
Methodist Recorder)*

***Below: FoSCL On-train guides at Appleby during 2008. L - R: Ian Watson, Ruth Kershaw, Mark Rand, Tony Iles, Richard Morris, Douglas Hodgins, Peter Davies, Geoff Hall, Howard Armstrong, Mike Bickerstaffe, Bob Scanlan, David Solloway, Clive Whincup.***

**DVD Review**  
**Uphill and Down Dale**  
**N.W. Mainline Steam 2007 — 2011**  
**Video by 'Linesider'**  
**£18**

**Available from the FoSCL shops on  
Settle and Appleby Station**  
**For email orders send a message to  
'Contact Us' on the FoSCL website**

In recent months we have seen a range of new titles appearing on our shelves at the FoSCL shop at Settle station. The above will make a splendid addition to the steam enthusiasts' collection as it features twelve different locos on eight well-chosen routes; ranging from Beattock to the Peak District. Naturally the S&C features with seven locos so we have good coverage. In addition, there are some evocative night-time shots as well as wonderful smoke and steam effects. The locos featured are principally of L.M.S. or Standard design although *Tornado* does put in three appearances. Another strong selling point is that it lasts for 134 minutes and can be considered very good value for £18.

**Mike Cooke**



## Settle-Carlisle Railway Clocks

by Simon Pearce

**A**s a regular reader of the magazine, I am well aware that the dedicated clocks' caretaker for the S&C is Martin Firth. I can only hope that I am not treading on his toes in having a similar interest in the railway clock heritage of my area and touching on the S&C.

My research led to my perusing the clock records in the National Rail Museum's archives (the 'Search Engine') at York. Ageing documents, contained in box files, looked at returns from various areas on the network in response to a 1969 census of clocks installed at stations etc. Returns (sometimes hand-written, often neatly typed on original manual typewriters) informed the Watch and Clock Section at Oldham Road, Manchester of the key basic information - the location of the clock, its type and size, official number and whether it was in working order and surplus to needs.



*The clock at Kirkby Stephen.*

*Photo: Pete Shaw*

Readers of our magazine might be interested to know about the return of 13th February 1969 from the Area Manager, Skipton, who listed the clocks on the S&C as at 31/1/69. A flavour of the information follows.

As to 'fixed clocks' ('portable clocks' and 'staff railway watch returns' being the other categories) Settle had a 13 and a half inch dial 'two-way clock booking office and platform' that was "beyond repair". Presumably, this had given up to 100 years of service and hence the decision of FoSCL in about 1997 to put in a replacement heritage clock face with electric drive. It was also noted, under the 'portable clock' section, that Settle Goods Office had a 12" clock No 3142 by W. Potts and Sons (stated as "condemned 2/2/56). Settle Station box had a 9 1/2 diameter 'dual size' clock with a drive numbered L.M.S. 8661.

Returning to the 'fixed clocks' list, up 'The Long Drag' we find that Dent Station Booking Office has clock number L.M.S. 8164 - a 14" with two faces. Kirkby Stephen West P.W. Office has L.M.S. 177793 - another 14" with two faces - but no listing for a platform clock. From the list below it is possible that this clock was originally on the platform as it is identical in size and style to: Garsdale Booking Office - L.M.S. 8205; Appleby West Booking office - B.R.M. 17860 and Long Marton Booking Office - L.M.S. 17803.

Other clock information for Kirkby Stephen, on the individual clock service card, confirmed that 14" clocks were likely to be mounted originally on the platform buildings: the Kirkby Stephen Stationmaster's office had clock L.N.E. 4767 listed on 30/4/52 as having a fault and condemned on 20/9/68.

Examples of information on the 'portable clock' list are: Ribbleshead signalbox - 14" L.M.S. 3250; Dent signalbox - 10" L.M.S. 8165; Garsdale signalbox - 12" L.M.S. 8204 made by Potts of Leeds and Appleby West - 10" L.M.S. 8203 (listed as 'spare') and a 12" L.N.E. 1294 (in the Assistant Area Manager's Office) plus several others.

There are many other clocks, but space does not permit listing them all. Mention should be made that the majority of clocks



are listed as not being in need of repair, so the question arises of just what happened to the clocks in the 1970s and 80s. Finally, visitors to the S&C may have seen the splendid pendulum clock in the Visitor Centre at Ribblesdale. The custodian is rightly proud of L.M.S. 8330 and he is probably correct in his belief that it came from elsewhere on the S&C given its similar number to others which I have referred to. I was unable to find a reference to 8330 in the archives. Another article about S&C clocks would begin with the many listed at Hellfield. These included L.M.S. 8295 & 8308 so clock number 8330 was possible from close by (Horton-in-Ribblesdale the Ribblesdale custodian thinks).

My concluding point is that railway clocks are a very important part of our railway heritage. The historical links are very obvious when seeing on a list S&C clocks by Wm. Potts and Sons, Leeds or J. Smith, Derby. It is just such a pity that so many of them have gone AWOL from 1970 onwards. B.R. must have seen a mass clear-out - not responsible stewardship in my opinion.



*This image is taken from a glass slide which was loaned to us by FoSCL Settle shop volunteer Nick Howell. It is of Chapel-le-Dale and it seems to be a nineteenth century photograph. Can anybody give further information?*

# LASRUG

Lancaster and Skipton Rail User Group

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



The group was formed in 1989 to support and improve the Lancaster to Skipton railway. This links the towns and cities of West Yorkshire with the City of Lancaster and the seaside resort of Morecambe. It also gives access to the Yorkshire Dales, Forest of Bowland and Furness.

If you would like to help us promote the 'Little North Western' line, please contact our Membership Secretary, Lakeber House, Robin Lane, High Bentham, Lancaster. LA2 7AF.

Membership costs £5-00 annually. You will receive a Newsletter at least twice a year and we invite a speaker from the Rail Industry to the AGM each autumn.

# 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.*

## Electrification

I always read the FOSCL Journal with great interest but was both disappointed and, in truth, disturbed, to read Chairman Richard Morris's attack on railway electrification in his Report to the February issue. Of course Richard is entitled to his opinion (which I respect) but I do trust this is not FOSCL official policy.

Railway professionals (and others with a passion for a modern, expanded, affordable rail system) have been pressing government and civil servants for years to adopt a policy of a rolling programme of electrification to bring the UK in line with most other countries. Richard asks why we in the industry are so 'besotted' with electric traction, and then goes on to outline some of the many advantages himself.

Electric trains are faster (especially in acceleration), cleaner and quieter, and generally cheaper and easier to operate and maintain. It is far more efficient to generate electricity centrally than drag a generating unit around on the loco which can only really be powered by diesel fuel. While, as Richard says, much electricity is generated by coal (and some though not all, is brought long distances, generally by water or rail) this is becoming a cleaner burn with 'carbon capture', and flue gas desulphurization. But the use of coal for generation will decline in the coming years with greater use of cleaner and/or renewable alternatives such as biomass, refuse derived fuel, nuclear (admittedly controversial), wind, wave, hydro, etc.

Not all diesel trains are diesel electric but if not diesel fuel is required and this will become harder to win as it becomes scarcer, and thus more expensive.

Richard mentions the problems of third rail and OHL equipment. The rail industry is getting a better grip on third rail icing but most people reckon overhead AC traction is the way to go. While it is true that there were problems with the OHL on the

WCML recently this was an extremely rare occurrence as the WCML structures are very robust indeed. The same could not be said of the East Coast main line where the project engineer had to do what he could on a limited budget (though problem areas have been addressed) but modern catenary is being designed that will much better withstand the challenges of the UK weather system, which, as Richard says, may become more extreme with global warming.

Finally much is said by railway groups who complain that 'their' line doesn't have brand new trains (but others then complain that the new trains aren't as comfortable as the old .....). Electrification does enable diesel units to be cascaded to other lines, and refurbished to a condition which makes many passengers think they are new (158 units on the Cambrian being an example).

Longevity of life is a major advantage of railway stock (compared to road vehicles and perhaps aircraft) and the use of refurbished trains should be seen as a positive and not a negative.

My railway background: signaller Airedale line, Shipley Bingley Jct, then promotion through a series of relief posts, then Signalling Manager Healey Mills area, Operations Trainer based Leeds & Watford, then finally NE Area Signalling Inspector, York. I am also an Associate Member of the Institution of Railway Operators and the Institution of Railway Signal Engineers, and a volunteer on the Talylyn Railway.

**David Lowe - by email**

This is a response to Richard Morris' comments about the rail industry being besotted with electric trains.

Although his remarks about the historical situation are correct, we are approaching a time of change when the demand for oil will exceed the supply. This is known as Peak Oil and quite when we will get there is a matter of debate but the

predictions are that it will occur sometime before 2020.

When Peak Oil is reached, economies which are heavily reliant on fossil fuels will be hit by massively increased energy costs and so there is a move to decarbonise energy production. The obvious way of achieving this is to switch to electricity which is generated by non-fossil fuel sources (for more on this see [www.withoutthehotair.com](http://www.withoutthehotair.com)). Therefore the future is likely to be more electric trains, so maybe FoSCL should be pushing for electrification of the S&C although how the wires would cope with Ribbleshead will be interesting.

### John Miles — by email

(FoSCL Chairman Richard Morris writes: *My comments on electrification in the February issue were slightly tongue in cheek and were as much to draw attention to the very good performance of Northern's 158s in the middle of winter in one of the wildest parts of England, as anything else. It's also good to see an informed dialogue taking place in the pages of our magazine.*)

### Aire Valley Stops

On turning to the letters page in the February issue I had an unwelcome surprise. I had already noted your wish to be controversial but the suggestions made by Robert Foster [Skipton Turnback] would have disastrous consequences if anyone were to take them seriously. Whilst I too would also like to see more trains to Lancaster and Carlisle, the suggestion that this should be achieved by trains missing out several stations in the Aire Valley is outrageous.

As a regular Cononley rail user I have every reason to believe that the stations at Cononley, Crossflatts and Saltaire are used by a far greater number of people every day than would ever be likely to use most rural stations north and west of Skipton. This is not the way forward.

### David Gulliver — by email

(Editor's Note: *Just for clarification: Most of the Carlisle trains only stop at Shipley, Bingley, Keighley and Skipton in the Aire Valley. The exceptions are the 05.29*

*Mondays to Fridays Leeds - Carlisle and the Sundays-only 09.00 Leeds to Carlisle; these trains also form the first northbound service of the day on the route. Passengers from Saltaire, Crossflatts, Steeton and Cononley would therefore normally change at Skipton for points north and west.*)

### Hellifield

Responding to Richard Morris' request for our thoughts about possible strategies for providing additional train services, how about using Hellifield, rather than Skipton, for coupling/uncoupling Carlisle and Morecambe trains?

Skipton is a busy station and may become even busier if SELRAP is successful in restoring the line from Colne, or if services from/to the Embsay line re-start. Hellifield is underused at present, but still has the necessary facilities: signalling, crossovers, loops and sidings - plus a refreshment room. It is a valuable asset of which more could, and should, be made.

### Mike Worrall — Carlisle

(Editor's Note: *Mr Worrall's comments about the underuse of a valuable station are well put. However, FoSCL's current work on the provision of services from Manchester and Clitheroe to Hellifield has established that there are problems with the present signalling arrangements - we are getting into the realms of 'station limits working', facing point locks, 'home' - rather than 'calling on' - signals and a host of other technical matters.*)

### Blackburn to Skipton?

Why do they not run direct trains from Blackburn to Skipton (or, if paths can be found, on to Leeds), which go via Clitheroe and then turn round at Hellifield? With careful timetabling, these could allow passengers to travel from the Lower Ribbles Valley to the Upper Ribbles Valley, changing at Hellifield. It would also open up a shorter way for passengers from Keighley and Skipton to reach Blackburn and Preston, and allow passengers from Leeds to reach Clitheroe.

### Jonathan R. Partington - by email

(FoSCL Chairman Richard Morris writes: *Thank you for taking the trouble to put this constructive suggestion to us. We have in fact considered this option in some detail and discussed it with Northern and Network Rail in the context of turning round services from Clitheroe at Hellifield. We're told that the signalling at Hellifield would not currently allow this, but it would be feasible to turn trains round at Settle Junction. They've also told us that there would not be any extra paths available between Hellifield and Skipton.*

*We believe we can make a case for a through service from Manchester to Carlisle via Hellifield, though. Northern have expressed willingness to support us in this and it will be part of our submission for the next franchise. This would at least allow connections to Skipton and Leeds at Hellifield and when we get to the detailed stage of our submissions to bidders for the franchise we shall be looking at connection times at Hellifield.*

*I'll be keeping members informed via the magazine but please feel free to email us if you have any further queries.*

### Route Knowledge

Most of my work colleagues know that I am a railway enthusiast and I occasionally help them to plan their train journeys.

I was recently asked to help with a journey from Settle to Carlisle for work-mate's daughter and son-in-law; apparently, they were going to drive from Skipton to Settle in order to board the Carlisle train! I suggested that they board the train at Skipton, to which I received an astonishing reply: "why, does the train come through Skipton?"

The next day I discovered that my work-mate, his wife, daughter and son-in-law were all unaware that the Settle-Carlisle services start in Leeds; they also thought that it was **compulsory** to purchase an advance ticket off the internet.

This prompted me to ask others what their understanding was regarding a journey on the Settle-Carlisle line, regardless of where they lived. The commonest answer was that they thought that they had to join the train at Settle;

most thought that the Settle-Carlisle line was a self-contained route; hardly any realised that the services start at Leeds. They didn't know many of the other stations along the route; most knew about Ribbleshead Viaduct, but did not know that Ribbleshead had a station from where they could travel to Leeds or Carlisle.

It seems that there is a lot of work still to be done to educate the general public. This could explain why Settle station is always so busy.

West Coast Railways could capitalise on their land at Hellifield to create a 'parkway' station. The same company could also be used to help promote the Leeds-Settle-Carlisle route; try persuading them to have promotional leaflets on board their many railtours - their tours can start from just about anywhere in Great Britain and go to just about anywhere else; it makes sense!

### Peter Robinson - Lancaster

(Editor's Note: Mr Robinson's letter highlights several problems with the public's knowledge of the Settle-Carlisle and of railways in general. Our Settle shop staff can vouch for the fact that many people turn up expecting a steam train. One of my tasks is to answer the 'info@' queries on the Partnership website; this is inundated with requests for 'the steam-train timetable' and questions including: "where is the station in Leeds"; when you give the answer "City Square" a common response is "no, that is the British Railways station - where do the S&C trains go from?" Many people think that the S&C is a preserved steam line and express astonishment when you tell them that it is open 24 hours per day, 7 days per week, for freight trains; that the trains are modern diesels, that steam trains are private charters and, to be blunt, that we are not 'The Settle-Carlisle Railway' and we do not run the trains. It is also clear that many people cannot read a rail timetable, do not understand how to book tickets and, in particular, are worried about using the unstaffed stations - not for the reasons highlighted by Marion Armstrong on page 13 but because they do not understand the concept of purchasing a ticket from the conductor. Yes - there is a lot of education to be done!)



## Which A4 was this?

The photo below was taken on a Sunday - either the first or second of August 1964 - and it was pouring with rain. I was taken by surprise, expecting the *Thames Clyde Express*, and I did not have time to set up the camera, so the photo is very under exposed. Do any members have any records as to what the loco was? I believe it was a Heads of Ayr - Leeds train.

## Nigel Lester - by email



## Ribblehead Trolley

The paragraph by Richard Morris in the last magazine (February issue Page 40) was very interesting and has answered a question regarding the Ribblehead trolley. In about last August Eric Stanley at Settle told me that he had rescued that trolley of 'yours' from Ribblehead as it was in a bad condition and was not being looked after. He said that he had put it at the south end of the down platform. However, when I went to look for it later it was a different trolley. About a month ago I went to Carlisle from Horton and, on the way back when the train stopped at Ribblehead, there was the original trolley (I usually come back on the 'Express' to Bingley).

I should explain Eric's reference to 'your' trolley. In the time that Phil and Wendy Kinch were at Ribblehead they were told by the lady that she would like it to come to Ribblehead if they could fetch it from Carlisle. This Phil did. He wanted to get it cleaned and painted. At that time I used

to be up at Ribblehead quite a bit and Phil was suffering badly with his leg and could not bend down. I think that you will know Rob Gingell; he is a Londoner who lives in the U.S.A. and comes across twice a year for the AGM and Christmas lunch. That year he also came over in the late summer; he is a great friend of the Kinches. As Phil and Wendy were going on holiday he was to stay at the Visitor Centre and look after it. Rob and I said that we would see what we could do with the trolley in their absence.

Armed with wire brushes etc., we took it out into the car park in the shelter of the building. In spite of the wind and rain we did manage to get it cleaned and to paint the undercarriage. Rob went home the next week and I went to Settle, returning with wood, various right-angled brackets and screws to make a container for planting as it was only a flat trolley with no sides. This I felted and painted up to the grey undercoat stage. We then put a black dustbin bag in as lining and filled it

with compost. It was then planted out. Phil and Wendy then finished it off in red and added the station name. A member of the Trust did promise to get us a plaque. Phil and Wendy then had to leave that Autumn due to Wendy's health so we were unable to chase it up. I spoke to them the other day and told them that the plaque was now fitted; we all send our thanks.

As to Eric's trolley? I haven't been up there since Mike and Jo Neal left and it wasn't there then. However Brenda says that she may have seen a second trolley when she has been up with the Ribblehead walks.

Once again, a big thank you.

**David Moss – Bingley**

## Selside Signalbox

The signalbox formerly at Selside on the Settle-Carlisle railway is now located on the premises of West Coast Railways at Carnforth. I believe it was listed

subsequent to its arrival there.

This structure is now in an appalling condition and appears to be in danger of imminent collapse. There are organisations which might be prepared to help with the restoration/relocation of this signalbox, but I understand that it not allowed to be moved because it is listed. Surely, it would be better for it to be restored and sited on, or adjacent to, the Settle-Carlisle railway, rather than being left to rot where it is now?

An icon of the Midland Railway has just been lost through the destruction by arson of an 1873 Pullman carriage at the Midland Railway Centre in Butterley. It would be a tragedy if this signalbox were also to be lost, especially because it is historically significant as being staffed solely by women signallers during the 2nd world war.

Can anything be done to rescue this signalbox before it is too late? One thing is certain, if it remains where it is and no immediate remedial work is carried out, its loss is assured.

### David Stuttard - by email

(FoSCL Chairman Richard Morris writes: *FoSCL has been aware of the existence of this signal box for a long time and has on occasions discussed whether it could be saved and perhaps relocated. The conclusion has always been that it would be prohibitively expensive. There will be a much bigger question before long: what to do with the remaining operational signal boxes along the S&C when they are taken out of service at the latest by 2024, possibly much sooner*).

### And Finally!

**Bob Swallow** writes: I was at Hellifield recently doing some work when a guy charged in saying that someone had got a car stuck in the subway. Apparently two elderly ladies decided that, unlike several dozen other drivers who left their vehicles outside whilst having a meal or catching a train, they would go the whole hog. It seems they fortunately moved the cafe open notice before entering the underworld. Whether they were under

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the impression that motor rail was still in operation or simply too idle to walk through the passage to the cafe is not clear. What is, is that it took the combined ingenuity of three police offices to remove the vehicle, a three series BMW.



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Above: 45305 on the first Cumbrian Mountain Express of the year, Euston-Preston-Carlisle, at Settle on the 4th February.

Below: 70000 *Britannia* at Selside on the Kings Cross-Carlisle on the 3rd March.  
Photos: Chris Dyson



