



# Friends of the Settle-Carlisle Line

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MAY 2010

Magazine No. 120

£2.50



## Timber train trials



• AN INVITATION •

# VISIT THE HAWES ROPEMAKER

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#### Rear Cover Photos:

Our AGM this year was held in the beautiful city of Carlisle.

Top: The Earl of Lonsdale outside the Citadel.

Lower: Ancient architecture by the Cathedral.

Photos: Pete Shaw

## Chairman's Report

**FoSCL Chairman Mark Rand writes:**

**W**e (the railway industry, not just FoSCL) are reaching the time, so long awaited, when after years of run down, reprieve and reconstruction the Settle-Carlisle Railway is once again fit for purpose. But what purpose?

By the end of this year £100,000,000 will have been spent on the S&C track and infrastructure. That is a lot of 0's and it has not been spent without good reasons. We are in sight of what amounts to totally renewed modern track, new signalling, new radio systems and massive refurbishment of structures. The line already operates round the clock and speeds can increase to something approaching those intended by the line's original builders. There are limits though - the clearances of the S&C bridges and tunnels, non electrification and the nature of today's traffic and of the old Midland route south of Leeds presently conspire against over-ambition or fantasy. Even so, if the next twenty years saw as much progress as the last, who knows what could yet happen? Who would have thought what impact an Icelandic volcano would have had on the airlines and in consequence the railways?

FoSCL has the great good fortune to have among its members a goodly number of people whose combined knowledge is prodigious. Not only that, they are willing to make their knowledge and experience available. There were three biblical Wise Men. We have quite a few more than that and they have been working very closely with the industry to make quite sure that no opportunities are missed and that the wide range of options that



*A sign at Appleby pointing visitors in the direction of the Settle-Carlisle Railway.*

*Why are there none in the Dales?*

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

appear to be opening up are put sensibly before the decision makers. I have irreverently termed our Wise Men FoSCL's Magi. To name some names, there are David Ward, Ken Shingleton, Geoff Bounds and Stan Hall – between them they have vast railway experience stretching from way back to the present day. Moreover, there are many serving railway people at all levels who regularly help us - and keep us real. Most must remain anonymous for the sake of their careers and pensions but without them we could not have achieved some of the spectacular results that have been achieved these past 20 years. It was just the same when the line was under threat of closure. Happily.

ooOOOo

I come in for some stick for adopting a broadly cooperative stance when dealing with the powers that be. Some good natured lampooning too. April Fools Day saw the issue of what purported to be a Network Rail press release, cleverly written in the way that these things are – full of breathless enthusiasm and hype. It announced that such was the success of the S&C that it had been decided to reinstate Garsdale Water Troughs. I hope that not too many members were taken in and got too excited!

ooOOOo

Perhaps because of all the fuss over the closure threat, the Settle-Carlisle Railway is very well known indeed. A very high proportion of the the public at large know the name. It is a marketing man's dream. We are working with Northern, Network Rail and the S&C Development Company to establish a brand image for the line, to be used in signage, publications and wherever suitable opportunities arise. Yet surprisingly, there are still lost opportunities to exploit the line's now famous name and the most glaring example is the town of Settle! There, the passing motorist comes upon tourist brown signs encouraging visits to all manner of things - a garden centre, a falconry, a mill shop, a 'historic market town' but not the Settle-Carlisle Railway. How very very odd. By contrast, in Cumbria there are brown signs aplenty. There is an example, at Appleby as it happens. Come on highways and tourism people in Yorkshire. Wake up! You are missing a trick.

ooOOOo

Undoubted highlights of the 2010 AGM were the afternoon presentations by Ron Cotton and Geoff Bounds. Ron was the BR senior manager given the job of closing the S&C. Geoff was his successor charged with making it flourish – work that had been started by Ron! What actually happened in those days is well documented but both were able to provide fresh glimpses of what really went on. Both remain huge supporters of the line. Geoff, a FoSCL member and only recently retired from a very senior position in Network Rail, outlined the work he is now doing for us to make the strongest possible case for the line's services to undergo step change improvements to exploit the massive investment in the line, due to complete in September. He had words of optimism and realism. He did not mince his words about constraints that could not be ignored. He left us with his thoughts about FoSCL which he saw as undergoing a three stage metamorphosis. It started as a hugely effective campaign. It has changed into a hugely effective support group. It, and its allied groups are becoming respected partners, one with another and with the rail industry. A challenging analysis indeed. If true partnership came about it would be an absolute first and could be a model of huge significance. There will be more on Geoff's work in subsequent issues of the magazine. We are in talks with key railway people to help them achieve the very things that are on our shared agendas. We may not get all we might wish for but it will not be for the want of trying.

**Mark Rand**

## Editorial

**I**t has been brought to my notice that some members became a bit perturbed about the late delivery of the February magazine. Our normal publishing schedule revolves round packing the magazine for distribution on the second Sunday of February, May, August and November each year. The magazine is posted out using 'Mailsort'. This involves our hard working team not only putting magazines and inserts into envelopes, but also adding the address cards to the envelopes and then sorting them into postcode areas. Each postcode must have its own bag (if you are the only FoSCL member in your postcode area, your magazine gets its own bag) and all bags must have a precise number of magazines - all going to the same postcode. The bags then go into 'Yorkies' - these are cages which the Royal Mail supply; there are two kinds of addresses - 'Direct Selections' and 'Residual' and each must go into a cage labelled accordingly. The magazine is then collected by a Royal Mail van from Normanton and can take up to seven working days for delivery. This method saves FoSCL many thousands of pounds in postal costs.

So, when you get your magazine, it is a culmination of much effort which starts with Membership Secretary Peter Davies who has approximately two weeks of solid work to do in order to prepare the mailing.

But things sometimes need to be varied: the current magazine was prepared a week late to allow for committee members to attend the Memorial Service at Mallerstang. We often prepare the November magazine a week early to help members with their Christmas Orders. And the last magazine was an example of things not going to plan at all! We planned a week's delay so that we could keep members informed of our deliberations regarding the Ribbleshead stationmaster's house. But then the weather intervened. We need at least 25 volunteers each time to keep the packing session limited to approximately three and a half hours. On the day chosen, heavy snow meant that only a few people - mainly local to Baildon but including a couple of intrepid (and keen!) people from as far away as Leeds - were able to attend. Had we gone ahead, they would have faced working well into the evening and possibly would have had to return the next day. This was unreasonable so a further week's delay was forced onto us.

So, if anything like this occurs again (and it will!) please bear with us and remember that we are not taking our duties lightly!

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

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

#### New!

- \* **Comprehensive range of Hornby items at very competitive prices.**
- \* **Walking guides, a range of walks to suit everyone in the Dales and along the S&C.**
- \* **More books, including the Bellcode Memories series and the brand new *The Settle-Carlisle Past & Present*.**

#### Plus

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

#### And

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

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



## FoSCL AGM 2010

The Friends' Annual General Meeting was held on Saturday April 24th at the Hallmark Hotel in Carlisle.

The format was slightly different from previous AGMs in that the formal business was discussed in the late morning, then there was a break whilst members had lunch and then the guest speakers in the afternoon. This allowed more time for people to assemble and discuss various issues informally over coffee, and also during the lunch period.

There were 88 members present with 29 apologies for absence.

The minutes of the 2009 meeting were accepted.

Chairman Mark Rand delivered a detailed report of activity during the year, touching upon:-

\* People co-opted onto the committee during the year were Nigel Ward as Honorary Solicitor, Pat Rand as Trading Manager and Andrew Griffiths as Public Relations Officer.

\* Key new volunteers included David Singleton as Guided Walks Organiser and Nigel Mussett as Historian & Librarian.

\* Track renewals and maintenance are ongoing, largely overnight rather than in lengthy blockades.

\* £10,000 paid towards refurbishments at Garsdale station.

\* £10,000 pledged towards creating an 'S&C Gateway' at Carlisle station.

\* Development of the Route Utilisation Strategies is to be integrated with a 'Northern' RUS.

\* Passenger numbers rocketed after TV features by Michael Portillo and also BBC TV's *Countryfile*.

\* The speed restriction at Kirkby Thore has been attended to and lifted.

Looking to the future, the Chairman hoped that better services would come after final completion of the track renewal programme; and expected FoSCL to play a part in encouraging the Wensleydale Railway to re-establish the junction at Garsdale.

Treasurer Stephen Way circulated the annual accounts; in summary, income was £102,205, expenditure £51,368 giving a net profit of £50,837; with total assets of £294,668. The Treasurer invited ideas for projects that we might consider.

## Friends Gold Cards

Friends members who live outside the postcode areas which entitle them to hold a 'Dales Rail Card' are reminded that the Friends Gold Card offers them identical benefits wherever they live. For just £12 a year it provides travel discounts on the Settle-Carlisle line, Leeds-Morecambe line and to/from Brampton and Wetheral on the Tyne Valley line. It even offers travel on those lines from stations between Leeds, Bradford and Skipton. The Friends are very grateful to Northern Rail for this significant membership benefit.

To apply for a Gold Card please contact the Editor for a leaflet.

## GOLD CARD RENEWALS

*Members who already have Gold Cards are reminded that we do not issue renewal notices. If you would like to renew your Gold Card, write to the Membership Secretary for an application form at least 3 weeks prior to your requirement to use the card.*

*Members who pay by direct debit or standing order will continue to receive their replacement cards automatically.*

The election returned Mark Rand as Chairman, Richard Morris as Secretary, Stephen Way as Treasurer, plus Peter Davies, Paul Kampen and Pete Shaw as committee members.

When the meeting reconvened after lunch, we were treated to two very interesting addresses:-

\* Firstly by Ron Cotton, who was meant to close the line for British Rail in the 1980s, but who improved train services and marketing to the point where the campaigners had a much better chance of keeping the line open! Mr Cotton reminisced about his long railway career, including his association with the S&C.

\* Secondly Geoff Bounds, who became Project Manager to revive the S&C for British Rail after the line had been saved, gave a fascinating presentation about his time on the railway, with a lot of detail about ideas for the future.

#### **Pete Shaw**

*If anybody would like a copy of the annual accounts, please send an A4 sized s.a.e. to the magazine editor (address inside front cover)*

#### **Wanted (1)**

We need a volunteer to help us with updating the Settle-Carlisle Partnership web site. This well-known and much visited website, [www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk), is now beginning to show its age. The information displayed on many of its pages needs updating. The problem is, neither Marion and Anne for the Settle-Carlisle Railway Development Company, nor I for FoSCL have time to look through and establish exactly what items are out of date. We would welcome help from someone who can spare a few hours to do this and who either knows the Settle-Carlisle Line well, especially the individual stations, or is prepared to do some research to find out about it. This is emphatically not a technical job: Marion and I can update the web site

once we know what needs changing. Please contact me if you think you can help.

**Richard Morris -**  
**FoSCL Secretary & Webmaster**  
[richard.morris@settle-carlisle.com](mailto:richard.morris@settle-carlisle.com)

#### **FoSCL web sites**

Early last year the Shops sub-committee decided that a new on-line shop should be created to replace the old one that no longer worked. This was successfully implemented at [www.foscl.co.uk](http://www.foscl.co.uk) and went live in June, first for membership applications and renewals and later for the shop Christmas catalogue. We've recently updated it to add Hornby items and an expanded range of walking guides and other books.

More recently it was decided that FoSCL should have its own web site in addition to the familiar S&C Partnership one, primarily to deal with subjects which are unique to FoSCL, such as Guided Walks, Volunteer information and FoSCL events. There will also be a members' log in facility, where information only available to FoSCL members will be displayed. This web site is currently nearing the end of its development phase and we hope it will be live at [www.foscl.org.uk](http://www.foscl.org.uk) by the time you receive this magazine. The contents of this new web site are by no means cast in stone and the webmaster will be able to change content and format at all times. So, if you have any ideas as to what you would like to see on FoSCL's own site, do get in touch. My contact details are inside the front cover of the magazine.

What about the choice of domain names? Well, we're very happy with the uk ones, but [www.foscl.com](http://www.foscl.com) and [www.foscl.org](http://www.foscl.org) had already been acquired by the Friends of the South Carolina Libraries. Maybe they'll send us some new members...

**Richard Morris -**  
**FoSCL Secretary & Webmaster**

### **The Portillo Effect - An Urgent Appeal**

The Settle-Carlisle episode of Michael Portillo's *Great British Railway Journeys* TV series is giving the line a very considerable boost in tourist travel. Group travel bookings are well up. This is putting quite a strain on our ability to cover all the groups with volunteer On-Train Guides. If there is an On-Train Guide inside you just waiting to break free, do please contact Rod Metcalfe on 01729 850810. No great encyclopaedic knowledge required; personality and availability are more important. Free travel, a free cuppa from the trolley and meeting nice people are the rewards.

Michael Portillo himself is chuffed to bits that his TV piece is helping the line to prosper.

#### **Wanted (2)**

HANDYMEN needed to help out on small jobs as they occur on stations, along the Settle-Carlisle Line. Travel expenses will be covered. In the first instance, please contact Ruth Evans, Volunteers Co-ordinator, on: 01729 825454 or email: RuthEvansLtd@hotmail.com.

#### **Wanted (3)**

Our Appleby Shop is in need of volunteers. If you are interested in working at Appleby, please contact Mrs Kath Smith (address inside front cover)

### **Notes From Carlisle**

The date for this year's Langwathby Christmas Lunch is Saturday December 18th. Full details will be carried in the August magazine.

Anybody can visit the preserved signalbox at Armathwaite station by phoning myself, John Johnson, on 01228 593943 in order to arrange a suitable date. Visits are by appointment only. Why not visit the village afterwards? There are nice walks by the River Eden and two pubs to sample the local brew. Enjoy a great day out.

### **Hawes Junction - 1910**

Christmas Eve 2010 sees the centenary of one of the most notorious accidents in the history of the S&C. On a night of severe weather, the overworked and tired signalman in what we now know as Garsdale signalbox (which was then brand new, having replaced two boxes built in 1891 – themselves replacing the original Hawes Junction signalboxes) forgot about two light engines which he had standing at his 'down' line signals and allowed an express train into the section behind them. The resultant collision cost the lives of twelve passengers, several of whom are interred in Hawes churchyard.

FoSCL is organising the refurbishment of the memorial and plan to re-dedicate this in a service to be conducted by FoSCL member the Rev. Canon Bill Greetham. Obviously, to do this on the exact centenary would be out of the question so we have chosen Sunday December 5th to get as near as possible.

Full details will be contained in the August magazine.

Below: *FoSCL Volunteer at work. Eric Stanley has found yet another aspect to his volunteering!*

### **Photo: Sandra Foster**





## **Photographic Competition**

19 people entered the competition, but sadly none in the under-16s category. Surely there are some budding young Roger Siviters out there! However, there were some excellent shots submitted by the adults, and the winning shots in the four categories can be seen on pages 18 and 19.

Congratulations to Carl Bendelow, winner of the 'Atmosphere' category for his misty, moody shot of Appleby station; and to Peter Ainsworth, winner of the 'Trains' section with a superb steam-in-snow study of Scots Guardsman at Ais Gill. The 'Places' group was won by Tony Fickes with a delightful summertime view of Ribblehead Station in a sea of dog daisies, and Tony won again in the 'People' section with a group of walkers under Ribblehead Viaduct one foggy day. The judges were Drew Haley of Northern, Rachel Griffiths of Imagerail, Douglas Hodgins representing the S&C Development Company, and Pete Shaw representing FoSCL. The overall winner, on

a majority vote, was the Ribblehead walkers picture – very well done Tony Fickes, S&C Photographer of the Year! Drew's comment was: "This shot really captures the spirit of the line: a cold snowy day, the viaduct in mist but the walkers are still battling on with a smile".

**Andrew Griffiths**

## **Calling All Historians in Cumbria**

We've been asked to give a presentation on the history of the building of the Settle-Carlisle Line to Brampton Local History Group. While we have a couple of speakers in north Cumbria who can give a 'virtual tour' of the line with photos of points of interest along the way, we don't have anything on the history of the line as such. Does anyone have any experience of talking about the building of the S&C, or any material that could be used for such a presentation? If so, please get in touch with Richard Morris, contact details inside the front cover.

## **RIBBLEHEAD VIADUCT TOURS - 2010**

**GUIDED TOURS ON FOOT WILL TAKE PLACE ON WEDNESDAY MORNINGS on the following dates: July 7th, 14th, 21st, 28th. August 4th, 11th, 18th & 25th.**

### **Participants will learn about:-**

- \* The history of the building of the Settle and Carlisle line
- \* The history of the construction of the Ribblehead Viaduct
- \* Life in the Shanty Towns
- \* During the tour visits will be made to points of interest

There will be a choice of two tours; one of about 2 hours which will cover the viaduct site and one to Blea Moor which will last until the afternoon (N.B. A PACKED LUNCH IS ESSENTIAL FOR THE LONGER TOUR!). No charge is made.

Little heavy climbing is involved on the shorter tour but the ground can be rough and wet in places and the Ribblehead weather is always unpredictable, so it is essential that walkers for both tours wear boots and carry with them waterproof clothing.

Instructions from the leaders should always be observed.

In the event of accident, no liability will be accepted by FoSCL.

Participants should meet at Ribblehead station (by the main door to the Visitor Centre on the southbound platform) at 10.25 for both tours.

## Music Trains

Join us for a great evening with music during your journey from Skipton to Ribbleshead and return on Saturdays 12th June and 10th July!

The Jazz Dawgs and The Pennine Jazz Trio will provide great music on 12 June. On 10 July, the music will be provided by Alamo and The Hall Brothers.

The Keighley & Worth Valley Railway will open the bar with real ales, quality wine and soft drinks being available during the journey from Skipton and return.

To ensure the comfort of passengers, admittance to the Music & Ale carriages will only be available to holders of Music & Ale Advance Purchase Tickets.

Tickets cost £7.50 from Leeds, Shipley, Bingley & Keighley and £5 from Skipton.

Go to [www.settlecarlisle.co.uk](http://www.settlecarlisle.co.uk) for more details and to book tickets. Alternatively, you can buy your advance tickets at:

- \* Settle Railway Station (cash or cheque)
- \* Café Express at Skipton Railway Station (cash or cheque)
- \* By post, send your cheque to SCRDC (Music Train) to Settle Railway Station, Station Road, Settle, BD24 9AA. The last date for receipt of postal applications is the Monday prior to each of the events. Cheques should be made payable to Settle Carlisle Railway Development Company. Please note that refunds are not available on the Music & Ale Advance Purchase Tickets.

The music trains are run in partnership between Northern Rail Ltd and the Settle-Carlisle Railway Development Company Ltd

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

## News from the Trust

The S&C Railway Trust celebrated its 20th birthday in March and to mark this milestone has put together a website illustrating its many achievements over the past two decades - and plans for the years

ahead. Building conservation is very much an ongoing task; the invaluable work of the Trust has arguably never been as much in the limelight as it deserves to be. It is a costly business and more than ever in these recessionary times the Trust needs wider support for its activities. Now at [www.sandctrust.org.uk](http://www.sandctrust.org.uk) there is the opportunity for everyone to see what has been achieved, so please do make use of the online donation facility. Feedback from FoSCL members would be very welcome. The Trust is also producing posters and other print material as part of a wider awareness-raising campaign.

**Andrew Griffiths**

## Railway Service on Garsdale Station Sunday 30th May

10.30am Hawes Silver Band.

11.00 Church Service begins led by On-Train Guide Canon Bill Greetham. The service will include singing by the Gunnerside Choir from Swaledale.

12.30 Buffet in Hawes Junction Chapel (donations please)

13.30 Talk in the Chapel by Bill Mitchell on Mallerstang/or

A guided walk of approximately one and quarter hours in the local area.

The service begins and the return of the walk connects with trains from Leeds and Carlisle.

Further information - Ruth Evans 01729 825454.

## Open Gardens – Mallerstang

Saturday/Sunday 26th & 27th June, 10..00 am - 4.30 pm.

Aisgill Moor Cottages -

Bill and Pauline Hasted.

Phone 017683 72011.

Entrance fee £1.00.

Hawes Silver Band Saturday pm, raffle, tombola, refreshments both days.

Money raised for The Air Ambulance.

### **Final phase of £100m Settle–Carlisle track renewal gets underway.**

The Friends of the Settle Carlisle Line have welcomed the start of this year's track renewal campaign. This is now underway, with 23 miles of old jointed track being replaced by new, continuously-welded track. This is the final stage of a 5-year programme by Network Rail costing £100m and which will mean that the whole of the route will have been upgraded to modern standards.

This year almost all of the work is being done overnight, without disruption to the passenger service. A new track-replacement train is being used, operated by Balfour Beatty, which re-lays track in front of itself and can replace up to 600 yards of track per night. A total of 22 different sites, mainly but not exclusively north of Appleby, will be dealt with. The programme overall has

included not just trackwork but also waterproofing viaducts and installing new signals to halve the headway between trains (effectively meaning twice as many trains can be run).

FoSCL Chairman Mark Rand said "This is a huge vote of confidence by Network Rail in the future of the route, and we are delighted at the scale of the investment. The S&C will be fit for a modern purpose for decades to come. This year we're especially grateful that, thanks to this new track relaying train, there won't be the weeks of bus replacement services that passengers have had to put up with previously. All this is a really good news story for the most famous mainline in Britain."

*Below: The new track replacement train in action.*

**Photo: Network Rail**



## A Little Bit of Brunel's Great Western for Garsdale

Network Rail are about to embark on a further phase of improvements at Garsdale Station. They have already done a good deal of work to repair the drainage from the area of the former track bed of the Hawes branch at Garsdale, now used as station car parking. That has dealt with a serious flooding problem. Now, subject to planning approval from the Yorkshire Dales National Park, the intention is to tarmac the car parking area and, rather than paint functional white lines, to mark the parking bays with stone setts. This would be a more expensive way of doing things but an opportunity arose to reclaim granite setts from the former goods yard at Paddington station in London. Network Rail's Patrick Cawley thought these had 'Garsdale' written all over them and acted quickly to rescue them for re-use. In view of their value, they are presently stored at a secure location 'somewhere in England', pictured.

Using the former track bed for car parking preserves it for the day when the

Wensleydale Railway's ambition of re-connecting at Garsdale eventually comes to pass. The restored station buildings at Garsdale now incorporate windows and a doorway that face the Hawes Branch platform - a symbol of shared faith in the Wensleydale scheme.

## Weather Reports via Mobile Phone

Anyone who has a mobile phone with web access can now receive live weather feeds from the weather stations at Kirkby Stephen and Ribbleshead railway stations. This is an offshoot of the very popular weather reports on the [mylocalweather.org.uk](http://mylocalweather.org.uk) network, the weather stations being funded by the Friends of the Settle Carlisle line. Upper and Lower Wharfedale are also on the weather network. The mobile sites can be found easily at these addresses: [www.mylocalweather.org.uk/kirkbystephen](http://www.mylocalweather.org.uk/kirkbystephen) and [www.mylocalweather.org.uk/ribbleshead](http://www.mylocalweather.org.uk/ribbleshead), and show a wealth of information, including the actual and feels-like temperatures plus the trend; visibility, sunshine and sun strength; cloud height, rainfall and humidity; time of



*Garsdale bound!  
Some of the granite  
setts recovered from  
Paddington Goods  
Yard and soon to  
mark out the  
parking bays at  
Garsdale station.*

sunrise and sunset; and also a forecast.

These live weather feeds will be used by participants as they prepare for a 100km charity walk for Oxfam on 5/6 June, starting at Skipton. The 'Trailtrekker 2010' event is a team charity challenge across the Yorkshire Dales (including passing through Horton-in-Ribblesdale), designed to raise funds for Oxfam's vital work helping the poor around the world.

John Livesley, a representative of [mylocalweather.org.uk](http://mylocalweather.org.uk), said "As with all long-distance walks, it's best to be prepared for whatever the weather may throw at you; but it certainly helps to know what the conditions ahead are likely to be. This mobile weather information will be a boon for everyone from the casual Rambler to those heroic Trailtrekkers".

### **Go DalesBus to new places**

The Summer DalesBus services run until October and this year give even more connectional opportunities off the S&C for you to discover and enjoy.

New for 2010 are extra Saturday afternoon journeys on the Dentdale Explorer departing Sedbergh (1645) and Dent Village (1700) to connect with the Leeds train at Dent. Coupled with the well established link off the 0849 ex Leeds you can now enjoy Saturday in Dent or Sedbergh with time for a walk on the Howgills; alternatively you could walk down Dentdale off the 0849 or 1049 trains and catch the bus back up to the station!

The bus waits for the 1618 ex Carlisle before returning to Dent and Sedbergh so residents and visitors can enjoy a ride on the S&C together with retail therapy in Carlisle. These buses are result of an initiative by the Dales & Bowland Community Interest Company (DBCIC) and are supported by Northern and Sedbergh Town Council.

The Northern Dalesman builds upon its success in 2009 with a faster morning journey and runs every Sunday and Bank Holiday Monday until Oct 17th. It has been generously

supported by FoSCL and Northern to encourage use of the 0900 Sunday train ex Leeds (connections from Bradford, Huddersfield & York) which has lots of empty seats to fill. The bus waits for the train at Ribbleshead before heading off to Hawes, Buttertubs Pass, Keld (morning bus only), Muker, Gunnerside, Reeth and Leyburn where you can take a ride on the Wensleydale Railway or a bus to Richmond. The BHM return bus runs up to 20 minutes earlier to ensure a connection with the Leeds train (which of course runs to a weekday timetable on BHM's leaving at 0849). Get a rover ticket for just £5 when you show your train ticket (including Rail Rovers) to the bus driver or travel free with an English National Bus Pass. Remember that the Little Red Bus continues to link Garsdale Station with Hawes on Mondays to Saturdays.

DalesBus Sunday services give lots of connections throughout the day from Skipton Station Forecourt to Malham, Grassington, Embsay, Bolton Abbey and Upper Wharfedale. Weekday buses are generally hourly (on the hour from 1000) to Grassington (extending to Buckden every 2 hours) whilst there are buses to Embsay and Bolton Bridge from the Bus Station.

There is a regular Saturday service from Skipton Station to Malham and various connections on weekdays from Skipton, Giggleswick and Settle. Full details of all bus services are at [www.dalesbus.org](http://www.dalesbus.org) or look out for the Metro DalesBus Summer Timetable booklet. The Malham Tarn Shuttle funded by the National Trust will only run on Saturdays, Sundays & BHM from July 24th to August 30th but it has improved bus/train connections at Settle and Skipton.

Regular weekday services continue from Settle to Austwick, Clapham Village and Ingleton; Slaidburn for Clitheroe; Langcliffe, Stainforth and Helwith Bridge offering lots of walking opportunities – why not try a walk over Ingleborough from Clapham or Ingleton to Ribbleshead or Horton?



Most weekend services are managed by the DBCIC who are very grateful to FoSCL for its support. Feedback is always welcome: please contact John Disney at [media@dalesandbowland.com](mailto:media@dalesandbowland.com), telephone 0115 9322356 or write to "Milldale", 2 Station Rd, West Hallam, Ilkeston, Derbyshire DE7 6GW. If you have difficulty obtaining timetables please send me an A5 SAE and I will post them to you.

**John Disney**

### Later Bus from Sedbergh

The Saturdays-only bus link from Dent station has seen a big improvement, allowing more time in Dentedale and Sedbergh. Connecting out of the 08.49 Leeds-Carlisle train at Dent, the bus leaves at 10.20, arriving Dent 10.35, Sedbergh 10.50, Kendal 11.20.

The usual return trip departs Kendal 14.25, Sedbergh 15.00, Dent 15.20 and connection into the 14.26 Carlisle - Leeds train at Dent station at 15.40 is still made; but, additionally, a later service from Sedbergh began on 22nd May. This allows longer to explore the bookshops, or for walking in the Howgills. The new service departs Sedbergh at 16.45, connecting at Dent station at 17.32 into the 16.18 Carlisle- Leeds train.

Guided walks utilising the bus will take place on 5th June - Dales Way to Sedbergh (7 miles); 19th June the Howgills (13 miles).

**Pete Shaw**

### Classic Vehicle Rally

The annual Classic Vehicle Rally over the Easter weekend in Kirkby Stephen seemed to have grown into an even larger and more popular event this year. A wide selection of buses, ranging from old half-cab single-deckers to more modern front-door double-deckers were in evidence; as were vans, lorries, fire engines, an ancient taxi, plus a lot of static exhibits and a fair.

The beauty of it for rail passengers is that the buses all come up to "our" Kirkby Stephen West station and run through to Brough, via Kirkby Stephen East and the town centre. Normally every fifteen minutes, there is more likely to be a choice of several buses available at more frequent intervals, so you can choose from small or large, ancient or modern! Rides are technically free but everyone puts a small donation into a collecting bucket.

Put it in your diary for Easter weekend next year.

**Pete Shaw**



*Left: A bus linking with train services parked up at Ribbleshead whilst awaiting its next turn of duty.*

*Right: A Routemaster bus at Brough Clock. Kirkby Stephen rally.*

**Photos:  
Pete Shaw**



*Ex Preston Corporation 1946 Leyland Tiger, which was once used as a polling booth! Seen at the Kirkby Stephen Rally. 3/4/10.*

**Photo : Chris Dyson**

### DalesRail

The hugely popular and long running DalesRail season has started. If proof is needed of a substantial Settle-Carlisle market in Lancashire, DalesRail provides it.

Peter Moore, Chairman of the Ribble Valley Rail group says: "For the first time the service is running every Sunday from Easter Sunday through to Sunday 17th October. This is the longest season ever with over 170 guided walks including some shorter countryside walks".

A Class 156 unit was named 'Lancashire DalesRail (35 years)' at a ceremony at Clitheroe on Friday 30th April.

### Yorkshire Dales National Park

The Yorkshire Dales National Park (YDNP) have recently issued a 74 page document appraising that part of the Settle-Carlisle Conservation Area that is within its boundaries. Whilst stressing the importance of the line it does make slightly uncomfortable reading. It politely mentions the poor impression given by the immediate environs of Ribbleshead station, for instance.

The YDNP has a difficult job enforcing its planning policies. They are well meant and if applied sensibly combine to preserve and dignify the Dales landscape and built heritage. Applied officiously they can

pervert their very purpose. By and large the YDNP and the other National Parks have achieved good results in areas that would have otherwise suffered from inappropriate developments and other mischiefs.

The Settle-Carlisle railway poses problems for the YDNP. Had there been a YDNP when the line was built



there would presumably have been one almighty outcry. The line may not have been built at all. Batty Moss would to this day have been a windswept nowhere had not the outrageously bold Ribbleshead Viaduct traipsed so gloriously across it. Now celebrated as an iconic asset it may not have survived the planning rigours of today if it was a new-build. There are of course legal mechanisms to overcome difficulties where the national interest is at stake. New high speed railways will probably have to invade National Parks somewhere. But we are where we are. The Settle-Carlisle railway exists - praise be. Its heritage value and scenic significance are recognised, partly in its status as a Conservation Area - all 72 miles of it.

Despite good intentions, some visual outrages remain along the S&C, some mentioned in the YDNP's appraisal. Examples include:

\* Ribbleshead - already mentioned.

\* Blea Moor - where a private house, once part of the railway, is surrounded by scrap vehicles at a most prominent location.

\* Garsdale - the station has been restored to perfection but the approaches remain dire - to be fair this is about to be remedied in fine style (see Page 7).

\* The former Ormside station where metal and other scrap items populate the station area.

\* Lazonby Station where recent buildings of a bakery display their fine new local stonework to the factory car park but the elevations that face the railway are plain or worse. Here the developers and planners seem to have turned their backs on the railway in every sense.

*(Below): Metal and other scrap items populate the former station area at Ormside.*



\* Carlisle Station - presently undergoing a long overdue facelift but where the tracks themselves, plainly visible, are a noxious disgrace of paper litter and worse.

\* The Maryport and Carlisle Railway's former warehouse at Carlisle where the quaint lettering of that company's title has been defaced with modern signage.

\* Network Rail yards and access points by the very nature of their activities can be untidy - especially at this time of welcome investment. Clearing up afterwards is costly but failure to do so is a let down. It can be done - the recent massive works at Kirkby Thore were a fine example of how the environment can be protected during the works and rapidly restored afterwards.

\* Redundant line-side structures pose problems. Huts, refuges, semaphore signals (eventually) and the snow fences at Dent are historic artefacts that sit uneasily alongside a modern and fast developing railway. Should they be demolished or allowed to crumble? Not easy but the problem is highlighted in the YDNP report.

Not all of this is down to planners, of course. Simple good housekeeping, recognition of the significance of this railway and respect for it are needed in day-to-day dealings by individuals too.

There is rarely a right and wrong answer to these problems. Some regard the S&C's heritage as the most important consideration and see it as some sort of linear museum, photographic backdrop or stage set. Others take the view that its survival and development depend on its modernising regardless. Both may be achievable with open mindedness, care and sensible application of sometimes conflicting sets of rules. Safety, efficiency and heritage can be at odds. Radio masts, safety railings on viaducts and new signals have already



(Above): *Carlisle Station is presently undergoing a long overdue facelift but where the tracks themselves, plainly visible, are a noxious disgrace of paper litter and worse.*

caused disquiet. If ever it is decided to electrify the line there will be some serious head scratching to do! All parties have obligations and responsibilities - the railway, the planners, the politicians, landowners and the voluntary sector must cooperate - and by and large we do. All concerned could do worse than read the YDNP's 'Conservation Area Appraisal - the Settle-Carlisle Railway' and the S&C Trust's 'Design Guide'. And heed them.

FoSCL has broadly welcomed the YDNP's document and responded to it in detail.

**Mark Rand**



### Obituary – Derek Eastwood

It is with sadness that we report the death of long standing FoSCL member Derek Eastwood. Derek was born and educated in Nelson, Lancs, and moved to Guiseley with his family where he worked in a local mill. Here he met and married Christine, his second wife, who was sadly taken by illness at an early age.

He was a regular at our magazine packing sessions in Baildon for many years; except when there was cricket at Headingley! I well remember Derek taking me to task for arranging magazine day on a Test Match fixture and he said that he would only come to us if the match was rained off! A staunch supporter of Yorkshire County Cricket Club, he would have his radio earpieces in, listening to games away from Headingley, and he gave us salient points in the commentary.

A regular traveller on the S&C and further afield, Derek liked to recount his memories of railway journeys and we could often find many common places where we'd been to: such as debating whether the Scottish midges were more potent whilst waiting for the train at Tyndrum Upper or Lower stations? He died peacefully in his sleep at his home in Guiseley on 20th March, aged 75 years and the funeral was at nearby Rawdon Crematorium.

Our condolences to his family.

**Pete Shaw (additional information from  
Max Dodson)**

### Winifred Sunter 1921–2010

With the death of Winifred Sunter on 4th January 2010, a famous chapter in the history of the S&C comes to a close. Winifred 'Winnie' Sunter was one of three women who staffed Selside signalbox during World War 2. Although 'signalwomen' were not totally unique, a box operated 24 hours per day, 7 days per week, by women certainly was.

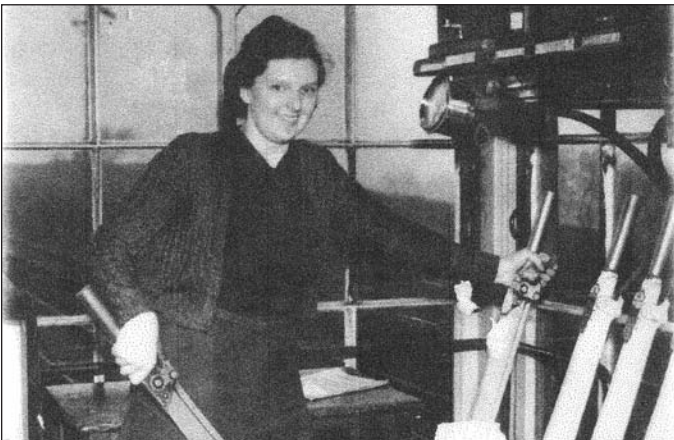
Selside box is now sited at the former 'Steamtown' in Carnforth and is currently in a very poor state of repair. Some years ago, an attempt, by FoSCL committee member the late Dr Robin Goodman and other local residents, to bring it 'home' to Selside was unsuccessful.

**Paul A. Kampen**

### Sheila Barrass

As we go to press we learn of the death of Sheila Barrass. Sheila had been a guided walks leader and latterly a FoSCL On-Train Guide. A former teacher, Sheila would often accompany school parties on the S&C. We shall miss her.

**Mark Rand**



*Winifred Sunter at work in Selside signalbox during World War 2.*



## Special Traffic Report

Jan 23rd	67029	Kings Cross - Carlisle
Jan 23rd	HST	Derby - Heaton, test train
Feb 20th	47826/47760	Bridlington - Carlisle
March 5th	47786/47804	Hull - Fort William
March 6th	47786/47804	Fort William - Hull
March 10th	47826/47851	Sheffield - Glasgow
March 14th	60163	Carlisle - Crewe
April 10th	47826/47851	Sheffield - Glasgow
April 14th	60163	Carlisle - Crewe
April 17th	67003	Leicester - Carlisle
April 17th	6201	Stevenage - Carlisle
April 24th	67006	Wolverhampton - Carlisle

Another new freight working has appeared sporadically for driver training, but likely to become more regular from September. Operated by Colas Rail, it carries 'logs' – timber felled in Kielder Forest, which is loaded onto the railway at Carlisle and is taken to the paper mill at Chirk. Most days it still runs via Shap, but with occasional runs via the S&C, when it is due to pass Kirkby Stephen at 14.06. Somebody commented that just after it had gone through, the station smelled of 'air freshener' Good to know that nature is accurately copying the pine fragrance of the chemical industry!!

The coal train from Scotland to Clitheroe cement works only runs very occasionally, but was noted taking empty MEA wagons back northwards to Mossend on 20th April.

An unusual traction appeared on the Carlisle to Crewe departmental working on 21st April, in the shape of 60096 – only a handful of these Brush Class 60s (of 100 built) are still in service.

### Pete Shaw



*The first appearance on the S+C by one of the new Freightliner class 70 locomotives was 70004 on 6M32, the 09.57 Killoch–Ratcliffe coal, on Tuesday 27th April; seen just south of Blea Moor.*

**Photo:**  
**Pete Shaw**



FoSCL Photographic Competition – Winning Entries

Above: FoSCL 'Photographer of the Year' is **Tony Fickes**, who won the 'People' section with this image of a group of walkers by Ribbleshead Viaduct on a foggy day. Northern Rail's Drew Haley commented: "This shot really captures the spirit of the line!"

Below: **Tony Fickes** also won the 'Places' group with this delightful summertime view of Ribbleshead station in a sea of dog daisies.





Above: Winner of the 'Trains' section was **Peter Ainsworth** with a superb 'steam-in-snow' image of Scots Guardsman at Ais Gill.

Below: This misty, moody shot of Appleby station won the 'Atmosphere' category for **Carl Bendelow**.





## News from Other Lines

### Wensleydale Railway

Some forthcoming events during the Spring and Summer are:-

**May 22nd - 24th:** Exhibition in Redmire Village Hall to mark the 20th Anniversary of the formation of the Wensleydale Railway Association.

**May 24th:** Special train to mark the 20th Anniversary, plus excursions to (a) the Richmond Georgian Theatre and (b) to Jervaulx Abbey; both with lunch.

**June 4th** (and July 21st + September 15th): 'In Turner's Footsteps'. Exploring sites around the Dale where artist JMW Turner painted his famous pictures.

**July 4th:** Seventh anniversary of the Wensleydale Railway re-opening for passenger trains.

**July 17th + 18th:** 1940s weekend.

**July 17th to August 30th:** Steam service with tank loco 80105 (except Aug 9/10/11 when it gets serviced).

**August 1st:** Yorkshire Day. Walks and Yorkshire Pudding lunch.

NB: Until the end of June and on the 4th July, children travel free on service trains!

For full details and a host of additional events please visit: [www.wensleydalerrailway.com](http://www.wensleydalerrailway.com) or phone 08454 50 54 74.

### Scotrail Offer from Carlisle

Members may wish to take advantage of the Scotrail Club 55 offer which lasts until 20th June. You can go all the way to Wick (and back – or anywhere in Scotland ) from Carlisle for £15, or £13 if you have a Senior Railcard. The conductor on the S&C can even sell you your ticket!

### New Station in a Week

On 20 November 2009 severe flooding destroyed the road bridges linking the area of Workington on the north side of the river

Derwent with the town centre and beyond. Just ten days later a brand new station, Workington North, was opened on the Cumbrian Coast line to reconnect the two sides of the town. Network Rail erected the temporary station in exactly a week, and Northern Rail trains between Carlisle and Workington, Whitehaven and Barrow now call there. The station is served additionally by a free shuttle service between Workington and Maryport provided by DRS, using a class 47 or 57 diesel locomotive at each end of a luxurious train of three first class Mark 3 coaches and a brake open Mark 2. There is a campaign by local people for the station to be made permanent.

**John Bearpark**

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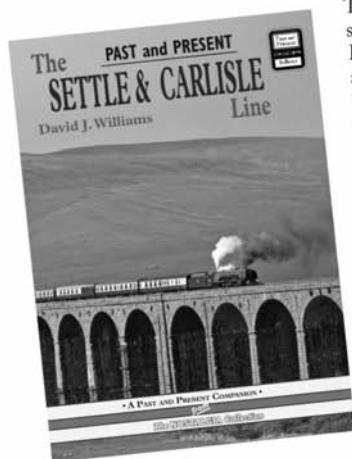
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## NEW BOOK - JUST RELEASED

A companion On Track Productions DVD will also be available soon!

# A Past and Present Companion THE SETTLE & CARLISLE LINE

**David J. Williams**



The Settle & Carlisle line has been described as 'the most spectacular in England'. Constructed by the Midland Railway to provide a third route to Scotland, the only way available was across the very roof of England, and the terrain meant that the line was the most difficult ever built over such a distance – 72 miles end to end. The long and severe gradients, the tunnels and viaducts and the wild scenery ensured that the line would become enshrined as one of the best to see steam hard at work.

By the 1970s the intermediate stations had been closed, the last remaining long-distance passenger train ran in 1982 and the line was proposed for closure, but thanks to public outcry and the efforts of several organizations including the Friends of the Settle-Carlisle Line, the route survived. Since then it has once again become a firm favourite for steam excursions, as well as providing a revitalised public train service.

It is many years since the line featured in a 'Past and Present' volume, so to rectify the situation and celebrate over 20 years since the threat of closure was lifted, this 'Companion' follows a journey along the entire route, together with the Hawes branch, telling in words and 245 pictures the fascinating story of this iconic railway, and illustrating its varying fortunes over more than 130 years.

238 x 172mm  
ISBN: 978 1 85794 263 5

128pp  
Paperback

c240 b&w illustrations  
RRP: £17.99

**Copies available from the Friends of the Settle-Carlisle Line  
webshop at [www.FoSCL.co.uk](http://www.FoSCL.co.uk) or from their shops at  
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## Steam Charter Trains - Summer 2010

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

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

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

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

### Fares:

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

ticket (combination of Adults & Children): £199; **First Class:** Adult: £95; Child (15 years & under): £81; Party of 4: £364. **Premier Dining** (including full English breakfast & three course dinner): Adults : £149; Party of 4: £580. (Premier dining is not available from Long Preston).

Guaranteed window tables for 2 are available in 1st class & Premier Dining at a supplement of £15 per person. Group discounts are available for bookings of 15 or more – call reservations for details 0845 310 2458. Book online and save 5%.

### Contact Details:

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

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



6201 'Princess Elizabeth' at Blea Moor on a Stevenage-Carlisle-Newcastle-York tour. 17th April 2010.

**Photo:**  
**Chris Dyson**

## Book Reviews

### **The Settle-Carlisle Line Past and Present by David J. Williams**

Railway Heritage 'Past and Present Collection'

ISBN 978-1-85895-263-5

£17.95 - available from the FoSCL

webshop: [www.foscl.co.uk](http://www.foscl.co.uk)

or from the FoSCL shops at Settle &  
Appleby stations

This book is a very valuable addition to the library of any railway enthusiast and, especially, to devotees of the S&C (which presumably means all readers of this magazine!). The author, in what he calls an 'Introduction', gives a very useful account of the line's history - from the internecine warfare between the Midland and London & North Western railway companies in the 1860s to 2010. He then commences on a photographic journey from Hellifield to Carlisle in which he contrasts historic views (some going back to 1910) with images taken in the late 20th/early 21st century from as near as possible to the same vantage points. There are also four pages devoted to Hawes and two describing the work of the Settle-Carlisle Railway Trust. Shaded panels describe accidents and other incidents on

the line over the years and there is a description of the building of Ribbleshead viaduct.

FoSCL also features in the book with a photo of Derek Soames in charge of the preserved Settle signalbox, references to our shops, guided walks and other activities (in particular the statue of Ruswarp and the descriptive panels in the Garsdale station waiting rooms).

There are some surprises including a photo of the long forgotten Settle Junction station. And my personal favourites are several photos of Hellifield locomotive depot and one of Ormside station taken in 1912 and containing a wealth of detail.

And there is food for thought: four pictures of Dent station taken in 1912/63/69 and 2008 show how the famous 'snow fences' have deteriorated even in the nineteen years between the latter two photos. The question is therefore - are these historical artifacts (therefore should they be restored) - or are they rubbish spoiling this glorious countryside (and therefore should they be removed)?

Discuss!

**Paul A. Kampen**

### **SELF CATERING HOLIDAYS AT LONG MARTON STATION**

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

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or ring David & Madeleine Adams on  
0161 775 5669  
or email: [dgma@talktalk.net](mailto:dgma@talktalk.net)

### A Culvert Story

**A**mong the many fine structures of the Settle-Carlisle Line, the culverts are the unsung heroes. They channel the becks and floodwater safely under the railway embankments. Most of us probably never give them a thought, even when passing over what I am told is a particularly fine example, the one which carries the Cowgill Beck under the line near Dent Station. It's almost a tunnel in its own right.

I help out on a farm whose fields adjoin the track just north of Low House crossing. The other day, while feeding cattle and counting sheep, I saw a small white railway engineering company van park on the bend in the farm lonning\* by the line. A young man dressed entirely in fluorescent orange got out, referred to a clipboard then stood looking rather nonplussed. I decided to walk up the 100 yards or so from the farm to see if I could help. Actually, that's less than the whole truth. I had two motives: a) to ensure that he had good reason to park there, because the owner of the farm has been known to remove ignition keys from vehicles that don't, and b) to see if he knew where Network Rail were storing the old wooden sleepers that had very recently been replaced when the track was relaid. There is a boggy bit on the farm over which we would dearly like to be able to drive the quad bike and a few sleepers would come in very handy.

Anyway, when I came up to him he said he was looking for a culvert. Ah, I said, you must mean the one by the bridge two fields to the north, where there's a sizeable beck flows under the line. No, he said, it's round here somewhere, pointing across a field in the

direction of Low House signal box. Neither of us could see anything remotely like a culvert. However, this field is known as Big Dipper because it does go up and down a bit, so I felt we might be in with a chance down in one of the dips. I opened the gate. There were sheep in the field so I carefully closed it behind us. Sheep, as is well known, have two ambitions: to die and to escape, usually onto a railway line.

We walked along the railway fence for 50 yards or so, down into a dip below the embankment which was promisingly boggy at the bottom. The embankment at this point was very overgrown with long grass but there, just the other side of the fence, was the smallest culvert imaginable: maybe 18 inches high and two feet wide, beautifully

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constructed from local sandstone. A minute trickle of water ran through it. My new-found friend was delighted, ticked it off on his clipboard and took a photo of it to prove you could see right through to the far end.

Was this to do with the track-laying work, I asked, hoping he would know something about wooden sleepers. Oh no, this was just routine. They were required to survey all the structures along the line at regular intervals. Disappointed, I accompanied him back to the gate then gave him instructions as to how to get to the big culvert further on. The key was still in the ignition when we got back to the van.

**Richard Morris**

\*lonning: Cumbrian for track or drive.

---

### **A First Journey on the Settle-Carlisle, May 2009**

I have never travelled this way before

The landscape is on the diagonal:

South east beside the Eden -

Miles of farming fields, banks shadowed  
with bluebells

Rust-rose sandstone of walls, houses

And where the rock shows through.

Good to be so far from roads.

I see the far side of the hills of home

Here are the richer homes of richer people:

See - a deer park, each tree with its own  
fence.

Now into a ravine - who dug it out?

Through a tunnel, my ears press. Then

Hills of the north recede in shades of grey;  
Long rounded skylines; far off the only road

A farm with moors at its background

And a beck alongside.

We rise past stone walls, stone barns, across  
a stone viaduct till

At the crest a curtain of waterfall

Shelves, foams, dashes.

So into a higher dale: a plateau of flatter  
fields

And wider sky

Long, long horizons

The furthest hill

Falling off

at a step edge

Empty swathes of wild

Ridges of pale rock

Stones-once walls, roofless barns.

Now descending by the Aire - wide and  
mild

Instead of sheep, cows in buttercup  
meadows

A fast road parallels us a field away

Cars outpace us; mill chimneys edge the  
town

A cricket game, executive homes, a 60s box

Elegant folk join us;

A long-legged girl in a skimpy net skirt  
waits by the door.

The city now.

At the end of the day

We reverse the journey from ample lowland

North west on bleak hillsides, traversed in  
fading light

See where the thin skin of grass

Was torn to expose rock

To be quarried, chipped, carted, piled

Leaving the scars of manworks

Still on the rolling wild

And men were taken from their own stony  
hillsides

Carted in wagons to the trackless moor

And set to build this marvellous iron road.

And many died in the work, many were  
maimed

Did anyone think it should not be this way?

What do I do with the conflict in me

Considering such great achievement at  
Unrepayable cost?

**Kay Veitch May 2009**

#### **WANTED**

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**Can collect across Northern England.**

**Imagerail, Kirkby Stephen station**

**Please contact Andrew Griffiths**

**andrew@imagerail.com / 01768 800208**

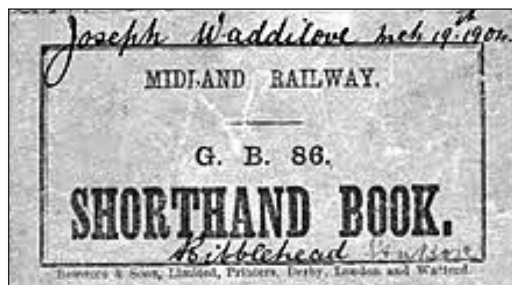




**Freight Feature:** Above - The departmental freight taking engineers' wagons back after maintenance has conveyed new, hydraulic, pre-assembled points carriers recently. Such wide loads would normally be out of gauge, so the whole frame can be tilted. 66192 is seen running as 6X05 Carlisle to Crewe Basford Hall, near Salt Lake, Ribbleshead on 8/3/10.

Below: The cement train is now well established and all the tankers seem to have been branded in Castle Cement livery. 66127 is seen taking the empties from Moss End to Clitheroe, through Ribbleshead station on 8/3/10. **Photos: Pete Shaw**





## Historical Photographs

The photo to the left is inscribed on the back "Mother, Dad and Mabel, adopted daughter" and is thought to be of Joseph Waddilove, a signalman at Ribblehead at the beginning of the 20th Century. Mr Waddilove kept a shorthand book, which is still in existence, where he wrote out the rules in force at Ribblehead box, plus questions and answers of what he would do in certain circumstances which may arise. In a way, this was a precursor of the simulators in use today. Below can be seen a page of the book whilst the label on the cover can be seen below left.

## Photos C/O The Settle-Carlisle Railway Trust

Midland Railway.		
Bell signals		
see	Reading bell	How to be given
rule 1. Call attention	1	1.
Is line clear for Express, or Break down train going to clear the line, or Light engine going to assist disabled train? .....	4	4 consecutively
Is line clear for ordinary Passenger train, or Break down train not going to clear the line? .....	4	3. pause 1
364 Is line clear for Truck, Break Train, Light, Horse, cattle, or perishable train composed of Coaching stock? .....	5	5 consecutively
Is line clear for light Coaching stock? .....	2	2 pause 2 pause 1.
Is line clear for Truck, Break, or Truck train composed of Goods Wagon, or Express Cart or Express goods train class A? .....	5	3/pause 2

## Skipton Man Remembers 1967 and 1969

I half expected a mention in the November 2008 issue of K.S. Farr's article in the August 2008 issue of *The Railway Magazine* about the last two surviving LMS Jubilees in the Indian summer of 1967 on the Settle-Carlisle line. He captioned the article "BR's last express passenger engines" – originally and uniquely classified 5XP – having discounted the BR Britannia class as mixed-traffic locomotives, and the SR Pacifics which had been displaced from Waterloo in the July.

Farr captured the atmosphere of the twelve summer Saturdays of that year when north of Leeds, 45562 *Alberta* and 45593 *Kolhapur* hauled timetabled relief trains, 0640 Birmingham-Leeds and 0920 St. Pancras-Leicester, both extended SO to Glasgow. The latter ran the 152 miles Sheffield to Carlisle without an advertised stop, its "Peak" being replaced on the Leeds avoiding line between Holbeck and Whitehall Jn. by a Jubilee, which ironically and iconically would then take the train past all the principal Pennine peaks, amongst them Whernside, Wild Boar Fell and – at 2930 feet the highest of all – Cross Fell.

As a schoolboy in long trousers, having paid 12s 6d for a child fare return ticket to Carlisle, on an August Saturday I boarded 1S52, the 0640 ex-Birmingham which departed platform 4 at Skipton at 1111, comprising *Alberta* plus 8. Forty years later, in a second-hand copy of "Steam in the Northern Fells", I was surprised to see myself caught by the camera of the late, great, Derek Cross who rode *Alberta*'s footplate to Carlisle that day.

As happened on the runs tabulated by Keith Farr, *Alberta* was checked almost to walking pace at Settle Jn. while the regular 1S49 1025 Leeds-Glasgow (which used to overtake at Skipton) got away from Settle where 1S52, non-stop to Carlisle, did not call. By Stainforth speed had climbed to the

mid 30's, which was maintained for twenty minutes until Blea Moor Tunnel, the train then re-emerging into daylight at Dent Head at about 60 mph. Although the proud owner of Peter Baughan's "North of Leeds" and the Dalesman paperback by W.R. Mitchell and David Joy, both published in 1966, I had not realised until that day that the 1 in 100 uphill gradient finished immediately inside Blea Moor. After climbing 726 feet in 15 miles – from 425 to 1151 – the net height gain over the next 10 miles to Ais Gill summit is just 18 feet, although to extract that last figure one requires the delightful informally informative 1948 book by Frederick W. Houghton and W. Hubert Foster (then proprietor of the Frizinghall Model Railway shop).

In comparison with almost all other railway summits which are straight up and down, the sixteen high-rolling miles between mileposts 247 at Ribbleshead and

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263¼ at Mallerstang, are throughout at an altitude above 1000 feet; this wild and wonderful section must surely constitute the most magnificent stretch of double-track railway in Britain. Rain falling up here, sometimes described as the roof of England, reaches the Irish Sea by way of the Ribble or the Lune to Morecambe Bay or alternatively flows northwards down the Eden – which the railway follows from source to sea – to the Solway Firth; a proportion flows east to the Humber Estuary and into the North Sea. The Eden begins life as Hell Gill: one presumes that to Victorian society Ais Gill – albeit further beyond the watershed – had a better ring.

If I had been John Sharland, the Tasmanian engineer who in 1868 surveyed and determined the route, but who sadly did not live to see the completion of his creation, I might have been inclined to strike up the east side of Ribblesdale to Newby Head – the true head of the Ribble. Admittedly a mile or so longer, and less spectacular, this would have shortened the Wensleydale branch considerably. It would also have avoided the expense of the line's two longest tunnels and four of its six longest viaducts. Most probably Sharland's brief from the Midland Railway HQ at Derby, was that trains must reach Carlisle in the shortest possible time irrespective of cost – which overran by almost 75%!

The first issue of *The Railway Magazine* mailed to me at school from 1965, contained the long-since discontinued annual article "Mile a Minute and More". Appleby-Carlisle (3 runs), 30¾ miles in 30 min, just qualified for inclusion in the northbound direction only. Keith Farr's August 1967 journey behind *Kolhapur* on the 0920 down St. Pancras had an almost unattainable timing of 27½ min pass to stop, yet the 33-year old 4-6-0 loco, 8 weeks away from withdrawal, ran this lovely stretch gallantly in under 29. On my journey, somewhere near Armathwaite, someone announced

along the corridor that *Alberta* had touched 80 mph. *Kolhapur* would survive; *Alberta* did not.

The 1966 version of the same article singled out the 38 min booking of the up Waverley over the 40 and ¾ miles from Appleby to Settle – average speed 64.34 mph – covering as it did the whole of the serious southbound climb from Ormside to Ais Gill. It was speculated whether this was a timetable misprint. The following year the schedule was eased, thus failing narrowly to qualify in 1967, and of course 1968 was the last summer of the Waverley. Its much-lamented Waverley route, 98 miles in length through the harsh yet beautiful upland Border country with gradients of 1 in 70/75 over Whitrope and Falahill summits, was completed by the North British Railway in 1862. It closed on 6th January 1969, the last train being the 2130 up Edinburgh-St. Pancras sleeper of the 5th. This carried the young David Steele MP – and independently a symbolic coffin – from Hawick to Westminster. I had been on the down train on the 4th.

The early hours of January 5th (northbound) and 6th (southbound) 1969 witnessed the last non-stop service trains between Leeds and Carlisle, for the Glasgow overnight train took over the Skipton stop in each direction, and the down Appleby, of its axed Edinburgh counterpart. The Lords Hothfield, owners of Skipton and Appleby estates, had earlier had the right upon the giving of 24 hours' notice, to stop any express passenger train at Skipton and/or Appleby. That right ceased on 31st December 1956 when Skipton Castle was sold. [This information is provided by Mrs. Sheila Foster, the last baby born in Skipton Castle.]

The Edinburghs had run for almost 93 years. The surviving daytime St. Pancras-Glasgow train, diverted from St. Enoch to Central in 1963 and in its final year running via Beattock instead of Kilmarnock, reached



its centenary by a matter of a few days only: in May 1976 the Thames-Clyde Express was cut back to Nottingham and it lost its name. In 1982 it was diverted via Manchester and evaporated entirely in 1987; paradoxically in one of those last years it conveyed an Edinburgh portion via Carstairs. One can only conjecture what the bold Midland Railway directors of a century earlier would have thought.

Changing the subject to the Ais Gill disaster at 3 am on 2nd September 1913, it is fitting that the memorial at Kirkby Stephen to those who died, has been restored – as has the memorial at Hawes to those who perished at Lunds in the Hawes Junction collision at the dawn of Christmas Eve 1910. In my office in Skipton I have a painting of Belah Viaduct, nearby on the North Eastern Railway's transverse Stainmore line which rose to 1370 feet – 201 feet higher than Ais

Gill – although only 9 miles exceed the 1000 feet contour. The painting sometimes attracts the attention of visiting clients, though few are able to name it. Recently one man, born in Muker 92 years ago, immediately recognised it as Belah. He then related to me that his uncle, who lived 250 yards away at Intake Farm, had been the first on the scene at Ais Gill. He climbed the embankment, smashed windows and axed down doors, to allow terrified passengers to escape from the concertinaed and burning coaches.

**Robert H. Foster**

### **The Way We Were Then**

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

**Compiled by Paul A. Kampen**

**May 1985:** In Newsletter No 18, Chairman Brian Sutcliffe commented on press reports which claimed that there was to be a Public Enquiry into S&C closure proposals. In fact, the Minister had made it clear that he saw no need for such an enquiry - saying that the TUCC hearings were perfectly adequate. FoSCLA disagreed!

There were two major problems with TUCC hearings: one was that there was no guarantee of evidence being presented in public and the other was that custom and practice decreed that FoSCLA could not cross-examine BR officials. A judicial review on this latter point was to be held and FoSCLA members were urged to lobby their MPs to press for a Public Enquiry under Section 90 of the 1962 Transport Act.

On the line, BR had marketed a £5 maximum fare offer to such good effect that two relief trains had been provided to supplement the 9.00am Leeds - Carlisle on the last Saturday of March 1985.

**May 1990:** The magazine was headed by the news that FoSCL (as it now was) had donated £10,000 towards the Settle-Carlisle Railway Trust. But the Chairman's Report

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opened sadly with the news of Graham Nuttall's' death (see letter and photo on Page 35 of this issue). There was regeneration in the air with the launch of a prospectus outlining opportunities for the private sector to get involved in the S&C. These included Pullman trains and property development .

An exciting prospect was in view with the formation of "a scheme to re-open the Wensleydale line throughout". The Garsdale-Hawes section had been identified as ripe for development. The line from Appleby to Warcop (on which special trains still very occasionally ran at that time) was also being considered for development. An all stations Sunday service (the first ever) had been introduced at Easter but publicity was disappointing. Detailed structural surveys were being carried out for all the stations and FoSCL was particularly interested in Horton. Membership Secretary Ian Rodham reported that there were 2,607 members.

**May 1995:** This was a sad period for the S&C as there had been a fatal derailment at Ais Gill involving two passenger trains. Conductor Stuart Wilson - well known to regular travellers - had been killed. A significant factor in the accident had been the fact that, with Garsdale signalbox being normally switched out, trains in the long signalling section between Blea Moor and Kirkby Stephen could only be contacted by radio - and Ais Gill was a 'dead spot' for the technology then in use.

Chairman Michael Owen reported on a 'Waiting Shelter Programme' which had seen refurbishment of the shelters at Horton-in-Ribblesdale and Dent, plus an intention to obtain external funding for a new shelter at Langwathby. Membership Secretary Roy Dixon recorded 2,458 members - this included 79 'lifers'.

**May 2000:** FoSCL had a new Chairman - Philip Johnston - who replaced Brian

Sutcliffe. £30m was to be spent on the S&C taking the total spend over two years to £50m. Railtrack had renewed 27kms of track in 1999 and were planning to renew a further 50kms over 2000. There had also been refurbishment at Ribbleshead where the Visitor Centre had been opened. Work at the station had started in late 1999 after a period of near dereliction. Only the booking hall section had been in use (by the track maintenance gang), the roof slates had been stolen and the roof insulation had been removed due to horsehair being found in it with the resultant fear of anthrax spores.

At Settle, a memorial plaque to James Towler, onetime Chairman of the Railway Development Society's Yorkshire Branch and one of the great names in the fight to save the S&C, was unveiled. Mr Towler's RDS successor - FoSCL Membership Secretary Peter Davies - spoke of his role as Chair of the Yorkshire Area Transport User's Consultative Committee and the crucial role that this had during the closure hearings.

Settle station's Tim Parker had won jointly the 1999 'Station Employee of the year' award judged by Rotary International and sponsored by Railtrack. Meanwhile Appleby station, which was under the supervision of Bob Parmley, had been named 'North West Station of the year'. And FoSCL's Dave Moss had won the 'National Community Spirit Award' for his work at Horton-in-Ribblesdale.

**May 2005:** Months of careful preparation by FoSCL's Ruth Evans had come to fruition on March 22nd when the line enjoyed a visit from HRH The Prince of Wales. But there were worries in regard to the Railways Act which had been given Royal Assent on April 7th. This wound up the Strategic Rail Authority and instituted the Rail Passengers Council. Many observers saw this as paving the way for easier closures and less of a say for the public.

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## Letters to the Editor

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

### **Ribblehead Stationmaster's House**

I wanted to write following the reports about the Ribblehead Station Master's House in the last edition of the Friends magazine. On reading, and re reading, the relevant sections in edition 119 I felt I needed to dig out edition 118 to seek some clarification on the situation. I was still left feeling I was not 'fully in the picture'. I concluded that perhaps the articles, and updates concerning some heated debate, were written by someone with such close involvement that there was an assumption that everyone else would clearly understand the issues. I must confess I did not!

As a member, what would I like to see? Well, the conversion of the house into holiday accommodation, that could generate income and help fund the restoration (and other S&C activities) seemed like a good idea to me. But I accept these things are not always possible. My own 'bottom line'? I suppose it would be to see a historic building restored, made useful, and given a secure future in a way that complements the other surviving historic buildings on the line. If this is achieved by conversion into caretakers' accommodation then that would not be a major problem for me. Demolition would be something I would NOT want to see, sale would also not be desirable, since it puts at risk the prospects of restoration by a custodian with the best interests of the line and its structures at its heart.

In no way is the above meant to be a criticism. One of the greatest pleasures of travelling the line is to see the restored buildings (especially after having seen them in such a bad way when I first travelled during my childhood in the early 1980s). This has come about through the hard work

of the active members of the Friends. They have my thanks and appreciation for all of their hard work.

### **Dan Lucas - by email**

(FoSCL Secretary Richard Morris writes: *As the author of the article in magazine no 118 I felt I should reply. The reasoning behind this article was that, after the Committee had spent many hours agonising over how to resolve a very difficult situation, we should at least try to communicate to the membership an abridged version of the deliberations that had gone on. It was never going to be possible to give the complete picture with all the detail; this would have required at least an entire magazine all to itself!*

*You will have seen from the 'Stop Press' item in magazine 119 that the FoSCL Committee ultimately decided not to contribute any funding towards restoration of the house. We are still however providing significant ongoing financial support to the S&C Railway Trust who, of course, own the house. They have decided to proceed with their plans and have submitted an application to the Yorkshire Dales National Park Authority planning committee for a restored dwelling more or less on its original footprint. This application should be determined by the middle of May, too late to be reported in this magazine. No doubt we shall mention the outcome in the August edition.)*

### **More on the Ribblehead House**

Just got the latest FOSCL magazine, excellent as ever AND well proof-read, something sadly missing from many supposedly more illustrious modern-day publications.

In regard to the SMH, like you, I believe that it should be restored primarily as a house. As regards funding, I've had a few thoughts which may not necessarily commend themselves!



a) Could we approach a TV company/production company/presenter with a view to them making a program series covering the complete process from surveying and making planning application etc through to complete renovation using traditional materials etc? The difference from other series would be that modern transport would not be allowed to this remote spot. Perhaps some tools and materials could be brought in by a short steam-hauled goods train. Deliveries of other materials could involve pack horses and perhaps some vintage lorries. In return, they would, of course, have to stump up some money!

b) Obviously we could try and rent the house out to guests, for vacations or weekends through traditional means.

c) Offer week-long holiday breaks. Suggest to a national newspaper, or perhaps a railway magazine or operator (step forward Northern, don't be shy!), that they run a competition to boost sales and fund the cost of these breaks.

d) Offer the house as the basis for a *Dragon's Den*-type challenge. The competitors would be shown the house in its present state and told to come up with plans and full costings for its re-development. The winning plan would have to secure a viable future for the SMH and realistic costs. The Dragons would choose the most viable (etc.) plan and the winner would have to carry out the work (successfully) on time and to budget. Alan Sugar to pay the costs involved!

As an alternative and further into the world of fantasy, rather than just a house, a house with a small attached traditional brewery producing limited supplies of a special FOSCL brew. This would be like inns of old which brewed their own beer, not the modern large incarnations often seen. The plan would involve guests being shown the brewing process, for a small charge, and of course there would be revenue from beer sales at the SMH and on S&C trains. Whilst this might be viewed as competition by the

existing inn, it would actually rather increase visitors to both places. A competent tenant brewer would be sought to make the beer, getting a small share of the profits and free accommodation in return.

On another matter: In view of the current air problems and the relatively weak response by Virgin and East Coast in providing extra trains, could Foscl suggest to National Rail, the Government and charter operators that an additional service or two could be run as follows:-

London St Pancras -> Sheffield -> Leeds -> Settle -> Carlisle -> Glasgow

I could even suggest a name for this train  
*The Thames Clyde Express.*

### **Clive Walton - by email**

*(Editor's Note: Lots of good ideas here. It is worth reminding people though that the house is owned by the Settle-Carlisle Railway Trust and not by FoSCL).*

### **From an S&C Relief Signaller**

I just thought I would write in to say thanks from myself for the thoughts of the FoSCL towards the signalling staff in the run of bad weather that we've experienced in the winter. Now we have been spoilt by some lovely sunny spring weather, which brings the tripods into bloom along the line with their attendant photographers, its easy to forget what travelling into work for a shift change at 05.30am can mean. It was nice to see the forwarded letter from Northern Rail and the FoSCL which our manager had sent around.

I was only just made aware of it. I know myself some of the stories of the tireless efforts put in on long - and in many cases diverted journeys due to roads covered completely in snow and ice. I myself suffered an almost 30 mile detour one morning when I arrived at road closed signs on the A66 and had to divert from that rather well made road to travel via Leyburn, Wensley, Aysgarth, Hawes, Garsdale Head, Ais Gill and Mallerstang to get to Kirkby

Stephen box travelling at 30 miles an hour or less and thus over an hour late for duty!

So it's nice to know we're not forgotten. As a relief signaller to 5 locations its mostly just a part of the job driving to different signalboxes every week but sometimes the weather can certainly conspire against us. I am certainly proud to be part of such a dedicated professional team who do their best to ensure that the work of safely signalling trains from one end of the S&C to the other is done, and done well. It often seems that our behind-the-scenes job is forgotten, but after all, since the line opened it has always been operated with a tried and tested system of signalling and features in many of the wonderful photographs of the line.

### Nosmo King

#### Ruswarp and Memories

The unveiling of Ruswarp's statue on Garsdale station has reminded me of my 1960s journeys on the Settle-Carlisle Line. Despite a love of trains, I was already a young man, all of fifty years ago, when I first travelled on the S&C. The daytime expresses were always packed; the overnight ones were more variably loaded. Occasionally, I would deliberately wait in Carlisle until after midnight for the thrill of

a night-time ride to Leeds.

I also used day-time stopping trains both for the enjoyment of the ride and to enable me to explore the countryside from intermediate stations. At the time, there were some locals on the trains, but not that many like myself. One of these, who like me was a walker, was Graham Nuttall with his dog. I do not remember much in the way of conversation, other than talk of plans for the day.

The photograph shows Graham Nuttall and Ruswarp's predecessor 'Chummy' just having alighted from the a DMU at Garsdale station in 1970.

### Anthony Silson - Leeds

#### Success

I am writing with reference to the article entitled 'Success' on Page 30 of the February magazine. I am glad to see that someone (who?) has noticed the strange change of route north from Penrith - highly unlikely judging by looking at pages 26 & 27 of my early gazetteer by Ian Allan (2nd edition) of pre-grouping railways ((Price 21 shillings!)). Perhaps R.B.Cunninghame-Graham intended the dying man to go from St Pancras - but the detailed description of the route is obviously L.N.W.R. Perhaps the Midland station names appealed to him as



*Graham Nuttall with his dog Chummy seen here at Garsdale in 1970.*

**Photo: Anthony Silson**

the train drew near to the Border City of Carlisle.

I first read Journey to the Summit in an anthology called 'The Railway-Lover's Companion', edited by Bryan Morgan (Eyre and Spottiswood, first published 1963) page 486. It is a slightly truncated version; it was only when I obtained a volume of Cunningham-Graham's stories that I read this tragic tale in full. I copied out the omitted sections on to a piece of paper and inserted it into the 'Companion'.

Without wishing to seem facetious, I remember that I was puzzled when, after the trio had alighted at Beattock "...The doors banged to, the guard stepping in lightly as the train flew (?) past..." – surely not a change to electric traction! It was 1902 and the sensation of a passing, accelerating, train would be different perhaps. Thank you for reminding me of this poignant tale; I will soon be reading it again.

**Robert Macfarlane - Crieff, Perthshire**



*Left: With the suitably titled headboard, ex BR Pacific Class 70013 "Oliver Cromwell" makes steady progress southbound through Kirkby Stephen on 19th March with the return leg of The Railway Touring Company's "Cumbrian Mountain Express".*

**Photo: David Mathias**



*66004+109+149+153+070, hauling a rake of empty HAA coal tubs from Earles Sidings to Carlisle. and seen at Smardale 1/5/10*

**Photo: Andrew Griffiths**

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

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**Cover Photo:** Trial timber train workings have taken place on the S & C. Colas Rail 66843 is seen here on the 12.28 Carlisle Yard-Chirk at Ais Gill Viaduct on 23rd March 2010. **Photo: John Hooson**



