

SETTLE - CARLISLE RAILWAY
JOURNAL

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Joint Delegation calls on the Rail Minister
The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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Group Bookings: grouptravel@settle-carlisle.co.uk **Steam Train Running:** www.uksteam.info

NEXT MAGAZINE: Copy date for the November 2012 magazine will be Friday 5th October. Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

ADVERTISEMENT RATES FOR THE MAGAZINE: Full Page = £75. Half page = £45. Quarter Page = £30.

Four ads for the price of three if booked at the same time. All standard formats acceptable.

MEMBERSHIP SUBSCRIPTIONS: Individual member: £10. Junior member: £3. Family member: £12.50.

Corporate member: £40. Life member: £250. Joint Life membership: £350.

Cover Photo: FoSCL Chairman Richard Morris and Settle-Carlisle Development Company Chairman Douglas Hodgins visited Minister of State for Transport the Rt. Hon. Theresa Villiers M.P. on Wednesday July 11th. Richard is seen here (right) with the Member of Parliament for Carlisle - John Stevenson - after leaving the DfT. Photo: Douglas Hodgins

FoSCL Chairman **Richard Morris** writes:

Yes, we actually got to see Theresa Villiers, Minister of State for Transport, thanks to John Stevenson MP and his P.A. Hannah. We'd had all sorts of dire warnings about ministers getting called away at the last minute, so it was only when we were ushered into her office and we saw her actually sitting there at the table that I believed it. She was friendly and listened intently to our concerns, chief of which were the need for more and better rolling stock and the worry that the little old S&C might get lost in a future huge new franchise administered by the Passenger Transport Executives of Greater Manchester and Leeds.

FoSCL was represented by myself as Chairman and Douglas Hodgins, also as Chairman of the Settle-Carlisle Railway Development Company. This enabled us to stress the importance of the Settle-Carlisle Partnership, our unique blend of volunteers and paid staff, with the Trust as the third member. We detailed just how much all three partners have done for the Line (without government funding, Minister) over the past few years. Douglas did a very good selling job for the DevCo, who are of course dependent for a slice of their income on annual contracts from the Train Operating Company. They would feel much more secure if the Partnership could be recognised by a longer term contract for the DevCo in the next franchise, and we could then go on to increase passenger numbers further.



How can FoSCL influence the shape of the next franchise? We're a user group that represents a minute proportion of Northern Rail's passengers and let's be honest, we don't have the serious overcrowding of the metropolitan areas. If the PTEs get to administer the next franchise, they'll take the financial risk, and while the counties – in our case North Yorks and Cumbria – might be consulted, they won't have much clout. So, Minister, the S&C Partnership has an unrivalled knowledge of this line, being closely involved with the TOC in running it, and has every bit as much right as the counties to be formally consulted on the next franchise. Cheeky, but John Stevenson had encouraged me before the meeting to go for it, and the Minister asked her aides to consider this. "You're on the radar now", said John afterwards.

*FoSCL Chairman Richard Morris (left) and Dev. Co. Chairman Douglas Hodgins in London for their visit to the Minister of State for Transport - the Rt. Hon. Theresa Villiers M.P.
Photo: John Stevenson M.P.*

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.

During the course of the meeting Douglas told the Minister that he was expecting her to announce the electrification of the Midland Main Line in the next few days. She smiled enigmatically but said nothing and, lo and behold, the announcement came just five days later. Is this just another example of FoSCL's immense influence behind the scenes?

But seriously, there are momentous announcements quite frequently these days, and FoSCL's "wise men" have had a field day with this one. Geoff Bounds has written an excellent article explaining the long term implications which is featured elsewhere in this magazine.

Other things have been happening, too. We went to RailFest, all 9 days of it, and spent £2500 on our stand in the process. Money well spent? Was it worth the enormous amount of time and effort that Ruth Evans and her team of volunteers put into it? We signed up a few new members and a few more joined later, but we shan't fully recoup the expenditure from this. I was there on Bank Holiday Monday, the stand was busy and there was a great deal of interest in FoSCL's activities. All good PR. Would we do it again? Probably, but only if we can negotiate the cost of the stand down a bit.

The other week we had a cloudburst in Cumbria which washed tonnes of rubble into the mill race of the Watermill where I used to work, totally blocking it. More to the point, the West Coast Main Line, the East Coast Main Line and the Tyne Valley Line were all closed. On the S&C it was almost business as usual: I was on the 1348 from Settle and around Long Meg we progressed at very slow speed through a lake. Water was pouring down the embankment, taking a bit of ballast with it, so the driver stopped and phoned Control to report it. "They'll have to close the line", said the conductor. Not a bit of it, we carried on to Carlisle and the following train was precisely 8 minutes late. That evening and night there were a total of 12 diversions over the S&C. In the early hours of Saturday 23rd June, there was more heavy rain, properties flooded in Wigan and Darwen, and no trains from Carlisle to Maryport, Dumfries or Glasgow. The 06.19 from Leeds was barely affected, being only eight minutes late at Carlisle. Now can we please be regarded as the third major north-south route?

On which subject, we are having a bit of a battle with the National Rail Enquiries System (NRES). Last autumn all was well. Earlier this year a member alerted us to the fact that he couldn't book tickets online from Leeds to Glasgow via the S&C, and our on train surveys suggest that Northern could be losing up to £300 fare revenue on a single train as a result. What's this got to do with NRES? Well, we're pretty sure that the NRES database is the basis for all online booking systems so if it's wrong, Virgin, Transpennine and even Northern don't give the S&C option either. Read a blow by blow account elsewhere in this edition...

The second holiday let at Kirkby Stephen station is now fully operational with the first guests happily installed. Even with minimal advertising, further bookings are now coming in. Well done to all those involved in seeing this project through to completion. David Ward reports on this and the Settle-Carlisle Railway Trust's other activities, also in this edition.

And finally, did you know that HLOS stands for Harpenden Light Operatic Society? And I always thought it had to do with what Government expects of the rail industry. Amazing what you can learn from Google...

Editorial

FoSCL continues to receive comments about the diversion of trains due to line blockages. One thing to bear in mind: not every train can be diverted down every railway line. Apart from the question of the availability of crew with the correct 'route knowledge' there is a matter of 'gauge clearance'. In particular, members have often asked why certain freight trains have not used the S&C. The answer can be simple; they are either too wide or too high for the line's structures. So a topic for debate: how many people would like to see the line's tunnels bored out, platforms and other structures cut back, radius of curves altered etc., etc. to allow a wider selection of freight to use the line – or for that matter to allow electrification? Discuss!

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

Coming Events

6th - 9th September - National Heritage Open Days - The Settle Station Water Tower and the preserved signalbox will be open to visitors

1st December - FoSCL Christmas Lunch - Taitlands Coach House - Stainforth

8th December - Christmas Open day - Settle station & Santa Train from the Ribble Valley line to Hellifield. Change at Hellifield for the Open Day!

15th December - Langwathby Christmas lunch

20th April 2013 - FoSCL AGM at the Victoria Hall, Settle

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



Once again the S&C has proved itself invaluable as a diversionary route.

On a previous occasion 47841 Spirit of Chester is seen at Waitby with a Bournemouth to Edinburgh train diverted from the West Coast Main Line. 22/1/2000

Photo: Pete Shaw

FoSCL Notes

Events Past and Present

Railfest: The stand that FoSCL had for 9 days at Railfest had indeed a very busy time. Lots of visitors came to chat to us and there was a good general interest about FoSCL and the Settle-Carlisle Line. It is still surprising to hear that quite a lot of people have not travelled on the Settle-Carlisle Line, although it is on their wish list to do so.

For the 9 days we had four volunteers on the stand each day and they all did a splendid job in representing FoSCL and the Settle-Carlisle Line. In particular, a big thanks to Bob Swallow who helped with the moving of heavy boxes and equipment. We took the opportunity of helping to promote on our stand other organisations connected with the Settle-Carlisle Line. These included the Ribble Valley Railway, The Leeds-Morecambe Line and the bus connections to the Settle-Carlisle Line. Overall a good PR exercise for FoSCL

and rain that idea was abandoned and we all congregated in the small chapel down the hill from the station. During the service, prayers were said for the Friends of the Settle-Carlisle Line and thanks was given for all the hard work that they do. A wonderful buffet was provided by the chapel members. This was followed by an interesting talk by Bill Mitchell.

Should you wish to visit this interesting chapel with railway connections, it is open between 8am and 5pm each day. The chapel is also available for hiring for meetings etc. For charges and further information please see www.mountzionchapel.co.uk.

FoSCL Christmas Lunch: The date for the FoSCL Christmas Lunch this year will be Saturday 1st December.

We are having a change of venue and will be going to Taitlands House at Stainforth. Taitlands House is situated on the main road towards Horton. The house has a

connection with the Settle-Carlisle line in that Taitlands Tunnel, which is also known as Stainforth Tunnel and is a mere 120 yards in length, passes under the grounds of Taitlands house and gardens, hence its name. It is the first tunnel on the line out of Settle.

As the venue is situated a few miles from Settle, for those who come by train either from the north or south, we are providing a shuttle bus service

from Settle Station and return. If coming by car, there is ample room for parking.

Our speaker this year will be Mark Rand, who as you probably well know was our previous chairman. He is giving an audio visual talk on the Water Tower in Settle. Many of you may have seen the television programme about the Water Tower on the



Hawes Brass band accompany the hymn-singing at the Hawes Junction Chapel Service.

Photo: Bob Swallow

Hawes Junction Chapel Service: A Railway Service was due to take place on the platform of Garsdale Station at the end of May. Unfortunately due to high winds

series called "The Restoration Man".

Bookings will start with the receipt of this magazine. For a menu and booking form please email RuthEvansLtd@hotmail.com or send a s.a.e. 49 Kings Mill Lane, Settle BD24 9FD

25th Anniversary of the Saving of the S&C

– **2014:** A thanksgiving service has been arranged to be held in Carlisle Cathedral in April 2014 to celebrate the 25th Anniversary of the saving of the line. This will be one of several events marking this special anniversary.

Other events are still under discussion, one of them being a special steam train. We are looking at this possibility and once we have some firm information we shall put it on our website and in the next magazine.

We may also hold a garden party/concert in June of that year if we can overcome weather problems.

Ruth Evans

The Friends of the Settle-Carlisle Line Annual Christmas Lunch, Taitlands Coach House, Stainforth 1st December 2012 - 11.30 – 4.30pm

**Starter
Choice of:**

**Broccoli and stilton soup
Smoked Salmon and prawns with crème fraiche and watercress garnish
Goats' cheese and red onion tart**

**Main Course
Choice of:**

**Turkey and all the trimmings
Roast Beef and Yorkshire Pudding (using our own home reared Belted Galloway)
Fish Pie
Vegetarian Lasagne**

**Pudding
Choice of:**

**Christmas Pudding and Rum Sauce
Sherry Trifle
Apple Crumble and Pouring cream
Cheese Board and Biscuits.**

Coffee and Tea

Please choose one from each course when you book .

**Please ask a member of staff if you wish to know where the Taitlands Tunnel runs under the garden.
(See note in the magazine with regards to the shuttle bus service from Settle Station to Taitlands.)**

Please send your choice of menu with a cheque, payable to 'FoSCL', for £20 per person to:

Ruth Evans, 49 Kings Mill Lane, Settle BD24 9FD

Langwathby Lunch menu

Starter choice of:
Chef's cream of tomato soup with warm bread roll
Prawn and crab salad
Honeydew melon with raspberries

Main Course Choice of:
Roast turkey with sage & onion stuffing
Roast belly of pork with caramelised apple
Scottish salmon with langsyne prawn
Vegetable fritter
All served with market fresh vegetables

Sweet Course Choice of:
Traditional Christmas pudding & rum sauce
Chocolate fudge cake & fresh cream
Fruit strudel served with Taste of Eden ice cream

Plus
Glass of Gordon's mulled wine
Brief Encounter blend coffee & sweet meats

The Brief Encounter is a fully licensed non-smoking restaurant

Langwathby Christmas Lunch 2012

Yes it's that time of year again. Book now for this year's Christmas lunch at the Brief Encounter at Langwathby station on Saturday 15th December starting at 13.15 hrs.

There will be no quiz this year but it will be back in 2013.

For this year we have a speaker: Radio Cumbria presenter Mr Gordon Swindlehurst.

Book early as it fills up fast!

Please send a cheque for £20 payable to 'Brief Encounter, Langwathby' with your choice of menu to myself at:

14 Scotby Close, Carlisle, Cumbria CA1 2XG.

Contact numbers are:

Home – 01228 593943

and Mobile –
07759 593224.

Please also contact me for visits to the Armathwaite signalbox.

John Johnson

David Stephens of Bradford seen here in the preserved Armathwaite signalbox to which he has made significant contributions. John Johnson and the FoSCL committee are very grateful to David for his support.

Photo: Tracey Johnson



Membership Matters

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

Mr. J. L. Bowes, Bedale, North Yorkshire.

Mr. E. Chambers, Grange Over Sands.

Mr. J. Darnell, Basingstoke, Hampshire,

Mr. Darnell died earlier in July.

Mr. M. Garrod, Gargrave.

Mr. A. Graham, Cracoe, North Yorkshire.

Mrs. J. M. Hampson, York.

Dr. J. B. Maxfield, Sheffield. Dr. Maxfield died last December.

Mr. P. McGowan, Richmond, Surrey.

Mr. V. L. Payne, Bristol.

Miss C. Race, Keighley, West Yorkshire.

Mr. L. D. de Rothschild, London.

Mr. Michael Swan, Adel, Leeds.

Mr. M. Taylor, Brampton, Cumbria.

Magazines to the following members have been returned as undeliverable. If anybody knows their current addresses could they please let us know:

Mr. Brian Emerson, Harpenden, Herts.

Mrs. L. Janser, Sunbury on Thames.

Mr. W. Smith, Ely, Cambridgeshire.

Could members who wish to purchase FoSCL Dalecards please note that the cost of these is now £15.

**Peter G. Davies -
Membership Secretary**

Sales Department

Members should find enclosed with this magazine a copy of the 2012 Christmas Sales list.

This year's Christmas card features the superb image of two steam engines crossing the Ribbleshead viaduct which featured on the centre-spread of our May issue. Once more you can purchase the annual favourite - Pete Shaw's S&C calendar, DVDs, books (including an ideal item for a Christmas present for those of a historical bent - a reproduction of the 1863 edition of *Bradshaw's Handbook* as featured in the recent *Great British Railway Journeys* TV series with Michael Portillo) and much, much more.

So shop early! - Kath Smith and her team look forward to receiving your orders.

Pat Rand - Trading Manager

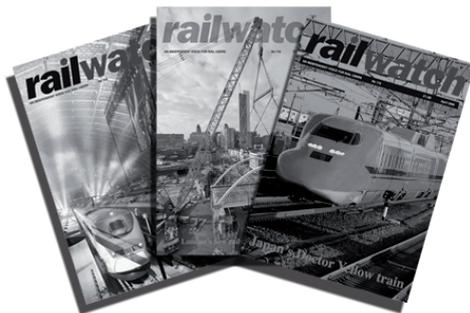
Railfuture

■ ■ **Special offer to FoSCL Members:** As you are already a Member of the Friends of the Settle-Carlisle Line, Railfuture would like to welcome you as a Railfuture Supporter, at a bargain rate of £9 a year.

■ ■ Railfuture Members and Supporters receive the magazine **Railwatch** free four times a year and the chance to join local branches and take part in local and national events. You can choose to be a Supporter or a Member but only Members can vote in Railfuture elections.

■ ■ We all need a good, modern rail network cheap enough for everyone to use. Railfuture has a proud history of fighting for **new and reopened lines and stations**, high speed rail and electrification, and has campaigned against **high fares and overcrowding**. We were also involved in the fight to save the Settle-Carlisle line

■ ■ Railfuture is not affiliated to any political party but lobbies to ensure rail is promoted and receives its fair share of investment.



Yes I want to join **railfuture**

- Railfuture Membership: £21
- Family Membership: £21 (+£2 per person)
- Unwaged Membership: £14
- Railfuture Supporter (FoSCL): £9**

Join online at www.railfuture.org.uk/join

**Or send a cheque payable to Railfuture to
Railfuture, 6 Carral Close,
Brant Road, Lincoln LN5 9BD**

A new member of the campaign team

We are very pleased to have the services over the summer months of our Bradford University MBA student, Ehab Al-Dissi. At the end of last year, we received information about opportunities for local organisations to be involved in high quality consultancy projects by working with MBA students from the University of Bradford. These are known to be a good way to receive high value, low cost consultancy by an MBA student supported by one of the School of Management's leading academics.

We put together a project specification aimed at the next franchise, the main headings of which were:

- to produce an evidence-based case for a better Leeds-Carlisle rail service, extending to Glasgow.
- to produce a business case for a new Manchester-Carlisle service via Blackburn and Settle.
- to recommend ways in which the above services could benefit the local economy.

Ehab is now working closely with Paul Levett on the financial and economic case for a new Manchester-Carlisle service via Clitheroe and Hellifield, on the existing dual track used only

by freight, diversions and the summer-only Lancashire DalesRail Sunday specials.

Ehab graduated from the Hashemite University of Jordan with a BSC in Industrial Engineering. Since then he has had several years professional and commercial experience, working at management level in Safeway International and in logistics and shipping companies. He is too modest to mention this in his CV, but he told me that he had to set up a company office from scratch in Yemen. Producing a business case for an improved rail service must seem easy after that!

It's clear that the academic approach will add another dimension to the work we've already done on re-franchising and we're delighted to have Ehab on board.

Richard Morris

WATTRAIN International Congress in Yorkshire

(World Association of Tourist Trams and Trains) Sunday September 30th -Saturday October 6th, 2012

Tim Fischer (see P 25) is one of the organisers of the WATTRAIN Congress to be based in Leeds for accommodation and visits, including a steam journey on the Settle-Carlisle line, and three days of business sessions at the National Rail Museum in York. The overall theme is Sustainability; for programme and details see www.wattrain.org or email i.b.s@btinternet.com or phone 01773 746809 (please, not after 8pm).



Ehab Al-Dissi seen here at Settle station with the display featuring FoSCL's current campaign for the restoration of rail services from Manchester to Carlisle via Clitheroe.

*Photo:
Richard Morris*

Meet Your Committee Paul Levett - Business Development Co-ordinator

Paul was one of the many whose imagination was captured by the campaign to save the line; then living in London, he remained an interested, but long distance, follower. In the early 1990s he was moved by Barclays to the North West which enabled him to live with his family just outside Clitheroe, much closer to the S & C.

Paul joined Barclays in 1974 after taking an Economics degree at Portsmouth; he worked in London and Leeds in various roles including North Sea Oil financing and large business relationships. He also spent a year in industry as a business planner, gaining an accountancy qualification. He retired from Barclays in the summer of 2011. Shortly afterwards he thought he would offer his services to the Friends as a shop assistant or, in his dreams, as a on train guide but instead found himself being interviewed by Ruth Evans and Richard Morris with the objective of using his business case skills. Soon afterwards he found himself co-ordinating the Manchester Carlisle project. He is passionate to get the Clitheroe to Hellifield line opened for more passenger services and connect important parts of the national network and at the same time ensure that more people will enjoy the great Settle & Carlisle line.

As a youngster he was mad keen sportsman & played football, rugby & cricket but now finds he can only play golf (badly) and is a member of Clitheroe Golf club. His other interests include wine, cooking, walking & gardening. He is also a Governor of Blackburn College.

On-going Marketing

FoSCL have always firmly believed in keeping up passenger numbers through marketing initiatives, and two which run annually are Line Guides (the timetable leaflet with map, photos, and tourist information) and Bedroom Browser folders (the big compilations found in hotels and guest houses promoting local attractions).

Some of the Lineguides are distributed to hotels, stations, libraries etc., from a base in Shipley, and we have taken out 10,200 for this Summer period.

The bedroom browser folders went to 36,500 hotels, guest houses, campsites etc in time for the tourist season. The new issue for this year featured photographs of a train crossing Arten Gill viaduct in Dentdale, the old Tullie House museum Georgian frontage in Carlisle and the cloisters in Kirkby Stephen market square, plus contact details for trains and local information.

Pete Shaw

Paul Levett (centre) and Ruth Evans sign up a new member for FoSCL at Railfest - York.



Relatives of a Settle-Carlisle Contractor and a Scripture Reader Meet

On Tuesday 15th May, at Garsdale, the great nephew of Sir Abraham Woodiwiss, Peter Davies, met the great-great granddaughter of William Fletcher - Mrs. Kay Gordon from Australia. Mr. Fletcher was the scripture reader appointed by the Bradford Town Mission to the navvies and their families on Contract No: 2.

The meeting was very interesting and, despite the inclement weather, a short walk was undertaken to look at Dandry Mire Viaduct.

The Friends were presented with copies of the diary of William Fletcher which makes very interesting reading.



Later in the week, Mrs. Gordon visited various locations connected with the diary in the Kirkby Stephen area, Smardale Hall, and Wharton Hall.

A journey was made on the line with fellow member, Mr. Neil Simpson, from Kirkby Stephen to Settle and back.

Mrs. Gordon has since acknowledged the receipt of a DVD *Settle and Carlisle – Seasons of Steam* which she hopes to view when she has settled down on her return to Australia. Appreciation of the information received about the line was gratefully received.

Service at St Mary's, Mallerstang

This year's railway memorial service at St Mary's took place on Sunday 13th May, and I was very pleased to be able to attend

for the first time. I was given a warm welcome by organiser Gordon Hutton and many others in the congregation, who were clearly pleased that we recognise their annual railway service in this way. A high point of the service is the reading out of all the names of those who lost their lives in the construction of this stretch of the line, and of those who died in the terrible Ais Gill accident of 1913. This takes place in the churchyard and is accompanied by the laying of a wreath on the memorial stone. A very moving occasion.

The 100th anniversary of the Ais Gill accident falls on Sunday, 1st September 2013 and a special commemoration is planned for that date, to be jointly organised by St Mary's Outhgill and Kirkby Stephen Parish Church. The memorial to those who died in the accident lies in Kirkby Stephen churchyard and was restored and re-dedicated by FoSCL in 2009.

Richard Morris

Peter Davies and Mrs Kay Gordon on the bridleway at Garsdale with Dandry Mire viaduct just visible in the background (above) and, left, in one of the waiting rooms on Garsdale station.

Can you help to develop the Development Company?

Regular readers of this magazine will possibly be aware of the work of The Settle-Carlisle Railway Development Company. In short, since our company formation in 1992 we now have 3 contracts with the TOC and employ 18 people. A brief overview of our activities would be:

- The design and print of the timetable leaflet,
- The promotion of the railway,
- The operation of group travel bookings and Dales Railcard scheme,
- The operation of the trolley service and employment of part-time station staff.

We also undertake capital schemes, such as the recent station improvements at both Settle and Appleby.

At the present moment the Dev Co has seven volunteer Directors who meet 4 times a year (1 of those is an AGM). The Chairman, Douglas Hodgins, puts in a great deal of time to help with the day to day running of the company and other Directors support and help in whatever way they can. However we need extra people to be on the Board to help steer us through the times ahead.

If you have a little spare time, lots of enthusiasm, a skill or knowledge ideally from the business world we would love to hear from you.

Please write or email us giving some idea of what you could do as a Director of the Dev Co that would help steer our company into the future.

**Marion Armstrong, General Manager, The Settle-Carlisle Railway Development Company
1 Commercial Courtyard, Settle
BD24 9RH
Email - marion@settle-carlisle.co.uk**

A Grand Day Out

Many readers will have seen Colin Jones working in the booking office at Settle or on many of the music trains he organised during recent years. Colin has been on

sick leave for a while and as a special treat, Northern Rail kindly agreed for him to have a ride in the cab of the 0849 Leeds-Carlisle train returning on the 1155 service on 6 July.

Sadly, the weather was atrocious for most of the journey with rain splattering the cab window but Colin enjoyed the good company of former Area Operations Manager, Phil Thickett MBE throughout the journey.

Knowing Colin's love of scones, Lynda Maclean of the trolley team baked a batch of scones which were enjoyed during the journey.

We wish Colin well and hope that his "grand day out" aids his recovery and return to the job he loves at Settle.

Anne Ridley, Settle Carlisle Railway Development Company



Anyone for an Ice Cream?

The trolley service on the Settle-Carlisle route is surely the only trolley service in the country to offer a range of locally produced ice creams. All the trolleys offer a range of ice creams made at Winskill, not far from Langwathby station.

The ice creams are also available from the FoSCL shop at Settle Station and from Appleby Station.

When the Fellsman steam charter stopped for water recently, they were greeted by Roy Critchley from the trolley team and volunteer Eric Stanley, who were specially dressed to celebrate the occasion in tropical shirts and straw boaters.

Anne Ridley, Settle Carlisle Railway Development Company

Settle & Carlisle Railway Trust

News

by David Ward

Significant success and progress has been achieved in recent months with S&C Trust properties.

HORTON IN RIBBLESDALE: The tenant of the two major offices at Horton Station has renewed his lease for a further five years. This will ensure the building can be kept up to a high standard of maintenance, which is always a concern at remote locations where demand for office space is very low and the inclement S&C weather has a rapidly deteriorating effect on the fabric of old buildings. The other office at Horton known as the Community Room has also seen considerably increased use where Nigel Mussett has taken occupation to catalogue the S&C Archives, which have recently been augmented by the donation of Edward Album's large collection of papers which will be of major interest to researchers.

KIRKBY STEPHEN: Thanks to some very hard and skilful work by Pat & Tony Beckwith and Douglas & Margaret Hodgins in furnishing and equipping them and obtaining Eden District Council's Certificate of Completion that the alterations comply with Building Regulations, the second holiday let at Kirkby Stephen opened for business from the 1st July. This Holiday Let will be known as Platform Cottage and bookings have already started to come in. Meanwhile bookings for the existing Holiday Let known as Booking Office Cottage are very buoyant with good feed-back from tenants. Operating the Kirkby Stephen building as two holiday lets instead of as leased out offices and accommodation for a resident Caretaker is much more onerous but is seen as the only way of funding the maintenance costs of this quite large building in today's economic circumstances. The facility of a heated waiting room for passengers has been retained and the spacious Midland Room remains available for meetings.

The total cost of the changes at Kirkby Stephen has been c £15,000 of which FoSCL has contributed £5,000 for which the Trust is most grateful. Had it not been for the voluntary work and contributions in kind from those named above the costs would have been very much higher.

STATION MASTER'S HOUSE, RIBBLEHEAD:

The most important news, however, is that the Trust has given the go ahead to Network Rail to complete refurbishment of the Station Master's House, Ribblehead up to a condition where the exterior will be restored as far as practical to its as-built appearance in 1876 and the interior will be restored to modern standards but retaining period features like the existing doors and replacement of the fireplaces etc. This work will involve replacement of the original Midland Railway-style ridge tiles and barge boards and reinstating the courtyard and porch. It is anticipated the work will be completed by November.

Readers will know from previous reports that the future of the SMH has been a matter for concern almost from the time when it was purchased in March 2006. The first plan was to convert it to two holiday lets with a large extension on the North end of the house. The costs came out at £425,000 which could not be afforded. The second smaller plan again for a holiday let was costed at £325,000 and was also considered unaffordable. Planning Consent for these two schemes was obtained and substantial costs were incurred in drawing up plans and conserving the empty building. By 2009 the SMH appeared to be a serious liability with sale in its semi derelict condition as probably the best option. Such an option would have risked placing the house in the ownership of a person or organisation unsympathetic to the S&C Partnerships objectives. The state of the former signalman's house at Blea Moor was a very potent reminder of what could happen at the SMH if the property fell into the wrong hands. It was therefore vital to avoid sale if at all possible.

Also by 2009 it was becoming apparent the Caretakers' flat at Ribblehead Station

was too small to attract applicants for the Caretakers' position and a resident Caretaker was considered essential for security purposes. A plan was therefore conceived for the SMH to be restored to its original Midland Railway external condition with a modern interior as a residence for the Caretaker. This in turn would release the Caretakers' accommodation at the station to enhance the Visitor Centre. It would also restore the SMH to near its original condition, which from a historical point of view was important as all the other SMHs on the line have been sold into private ownership and modified or extended so they are no longer representative of a typical S&C SMH.



Plans and estimates were therefore drawn up for restoring the SMH back to its original layout with three bedrooms (one downstairs), bathroom, living room, downstairs wc, kitchen, central heating and reinstatement of the porch and courtyard incorporating a bin store, fuel store and wash room. The costs came out at £227,000 plus professional fees which is considerably more than the Trust has been able to obtain in grants and loans. Frustrating difficulty, which took over a year to resolve, was also encountered in obtaining Planning Consent for the revised scheme. Although the project complied with Planning Policies in most

respects it contravened the policy not to provide additional private residences in the National Park. This difficulty was only overcome by the tenacity and negotiating skill of Edward Album who was able to agree terms with the Planning Authority which met their concerns and were acceptable to the Trust. The Trust's Architect, John Ives of PPIY Ltd, York, also provided vital support well beyond what could be expected in achieving Planning Consent.

The main saviour for the refurbishment of the SMH has however come from Network Rail's Route Managing Director, LNW, Jo Kaye, who is NWR's nominated Trustee on the S&C Trust. She offered to

undertake the restoration to the already agreed plans for a target figure equivalent to 60% of the estimated commercial price for the job by using NWR resources to manage the tender, design processes and contract administration. The actual tender price has come out slightly above the target figure due to unforeseen rot in some of the main roof members which will require new ends spliced on and also rot in the joists of two of the upstairs floors which will require the fitting of two new floors. The final price is however almost within the

availability of the funds the Trust had been able to raise in grants and affordable loans, thanks to the negotiating skill of Patrick Cawley and his team from Network Rail, so it has been possible to give the go ahead. It has been a close-run situation because availability of grants has dried up in the present economic situation and even the very small addition to the Trust's Bank mortgage took over a year to negotiate with the Bank's reluctance to loan to small businesses. The Trust has also had to be careful not to incur financial liabilities which would exceed the value of the house after it is restored. The terms of the large grant from the Railway Heritage Trust have

provided the necessary comfort to the Trustees in this respect and they are most grateful to the RHT for the grant and the considerate terms. The loan from FoSCL with deferred repayments and interest terms has also been vital in influencing the decision to go ahead. The go-ahead is therefore a major achievement and has only been possible after countless hours, consideration, dedication and tenacity from the Trustees and Trust Officers.

Some may ask why is this small building so important. The purchase was driven in 2005/06 by Philip Johnston with full support from Edward Album. They recognised that Ribbleshead is the one station on the S&C line which has the ability in terms of space, location and historical importance to exhibit the S&C story. The SMH's standing at the top of the station approach road in a prominent location has to be a key element in any development of this historic site. If the house fell into the wrong hands, any development scheme could be frustrated or be impossible and the unique character of Ribbleshead could be spoilt for the foreseeable future. So although many have subsequently questioned the wisdom of

purchasing the SMH because of the cost and time taken in finding a solution there can be no doubt that Philip's and Edward's foresight was absolutely right.

Finally, although we can take satisfaction from the fact that restoration of the SMH is now assured, the Trust will still have to raise funds to furnish and equip the building as a holiday let. This will be to luxury standards because this produces the best financial return but there will be the opportunity of cheaper prices in the quieter periods of the year and there will still be the option of using the SMH as accommodation for a resident caretaker should this prove necessary in the future.

A new and important milestone has therefore been reached in the S&C preservation story.

**David Ward -
Chairman,
Settle-Carlisle Railway Trust**

Self-catering on the Settle-Carlisle Line?

Stay at Kirkby Stephen Station

All year round Accommodation

available for full weeks and

short breaks



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to find out more about our new 'Platform cottage'

News Notes

Diversions Report

June 2012 was already set to be the wettest on record when on Thursday 28th heavy rain fell across of much of Northern England. The rail network began to suffer, and landslides blocked the WCML at Tebay and the ECML at Scremerston. The Tyne Valley line also succumbed for a while too, meaning that the only route open to or from Scotland was the S&C! That the line over the roof of England stayed open is a credit to the works programme by NWR over the past decade to make the line more resilient.

With uncertainty about how long the main arterial routes would be closed there was immediate speculation about use of the S&C for diversions. Unfortunately, this is not as quick and easy to do as it may once have been when (expensive) contingency resources in terms of suitable staff and trains were more readily available. Nevertheless, arrangements were put in place for Virgin's 1S85 1620 Birmingham New Street - Glasgow Central to reverse at Preston and travel via Lostock Hall Jcn, Blackburn and Hellifield in order to head north to Carlisle. The

10-coach train consisted of Voyagers 221143+ 221101, and left Preston just 26 minutes late on the normal schedule, at 19.20. Carlisle was reached at 21.41, and continued north 103 late. Unfortunately, it then made the national news when the leading vehicle caught fire at Murthat, on the ascent of Beattock, and it eventually terminated at Glasgow some 6 1/2 hours late.

The cumulative delays caused by this incident amounted to almost 40 hours, with the other S&C diversion also being delayed at Carstairs awaiting events. This was 1M11, the 23.40 Glasgow Central - Euston sleeper. It duly arrived at Carlisle 55 late, and was further delayed whilst DBS freight loco 66110 was attached to the 16-coach train, and awaiting incoming train-crew. Carlisle was left at 02.32, and dawn would just about have broken by the time the sleeper crossed Ribbleshead Viaduct - a scoop if there were any very keen and well-informed photographers about! It took 2 hours 45 minutes for the 66 to travel to Carlisle to Preston via the S&C, the sleeper being further delayed at Preston and Crewe before finally reaching London 238 minutes late.

The equivalent northbound working, 1S26 23.50 Euston - Glasgow Central, was another candidate for diversion, but in the end waited at Preston for three hours for the WCML to re-open.

The S&C is an invaluable diversionary route! 57304 is seen here on March 23rd 2003 with the 12.16 Glasgow Central - London Euston.

Photo: John Hooson



No doubt some will argue that more diversions could have been organized, but at least Northern accepted tickets of other operators.

On the freight side, sending services via the S&C was more straightforward, and at least two such visitors took the Midland line. These were 6Z53 Teigngrace (Devon) - Carlisle timber, with Colas 66848 + 66846 and 15 laden KFA/KSA wagons; plus 6O15 17.30 Mossend - Eastleigh, powered by DBS 66188 (the consist is not known, but included 67016 being transferred south for attention at Crewe).

Not for the first time, and surely not the last, the S&C proved its value as a vital contingency route for Anglo-Scottish traffic.

Shedmaster

Service at Garsdale Station - Sunday 13th May 2012

The annual pilgrimage to Garsdale proved to be a wild occasion. Too wild for the band and congregation alike.

When I arrived with Bill Mitchell, the keynote speaker (seen below), plus Derek Soames, another legendary raconteur, there was no sign of life on the platform bar the signalman pursuing his lonely vigil. Fortunately a motorist, having just made a thirteen point turn in the restricted area once the site of the Hawes branch, was able to point us in the direction of the little Methodist chapel where we obtained the last three seats at the rear.



The Hawes Band was ensconced around the pulpit and the service led by Geoff of Bainbridge and his glove puppets. To say the band gave the hymns some welly would be a masterly understatement.

No matter, at the end of the communal hymn singing several of the hundred strong congregation headed for the hills which

left elbow room for the remainder to tackle the repast spread before us. Wow, they really do you proud at Hawes Junction and it just kept on coming.

A very big thank you to everyone concerned, not least Ruth Evans who had a big hand in the organisation and Bill Mitchell, who after the five thousand had been satisfied, entertained us with tales of the many characters he has met during his long and eventful life.

Bob Swallow

Water Tower Blog

We are still being filmed - to make a follow-up programme for screening in 2013. This will be another opportunity to emphasise the S&C story.

Network Rail donated to the project the component parts of a wooden building that was in their yard at Appleby. The building was huge, ugly and dilapidated (see picture). Maps show it at Appleby in 1911. This is at least its third re-building and there is reason to wonder if it had been a navy or contractors hut from the construction of the line itself in the early 1870s. The timbers are massive - as one might expect if it was meant to survive for years on one of the high parts of the line. The cladding boards are 3 inches thick. You don't get that at B and Q! They are also lime washed on the insides - something that was done to help prevent the spread of disease in the encampments.



The water tower, and Settle signal box, will be open to the public during the national Heritage Open Days from 6th to 9th September inclusive between 10am and 4pm each day.

National Rail Enquiries System

There is a problem that is causing Northern, and more particularly the S&C, to lose passengers and revenue. If you book a ticket online Leeds-Glasgow, you don't get the S&C option, even when it's just as quick and cheaper than the alternatives. Below is a blow by blow account of the story so far:

1. My reply to the second response from Customer Relations :

"Thank you for your quick response. However, this does not solve the problem. Let's go through it in detail, and you may like to try this for yourself.

Search for a one-way ticket, Leeds-Glasgow Central, after 0845 on the following weekday. I have just done this on Weds 30th May for a journey on Thursday 31st May. You are presented with 5 options departing between 0851 and 1005, fares ranging between £40.50 and £93.20. Journey times are between 4h 07m and 4h 39m. So your assertion that the 0849 departure via Appleby (fare £39.90) does not display, because it's 2 minutes slower than the 0851 departure via Preston, is not valid.

So, what about the Cheapest Fare Finder that you suggest? If you choose between 0800 and 1000 you again get several options listed, cheapest £44.00, departing 1112, duration 4h 40m. This again is nonsense: cheapest fare, via Appleby, is in fact £39.90 departing at 0849, duration 4h 12m.

Advanced search? Do you really expect anyone to go through that rigmarole? What's wrong with a box labelled Via on the initial page?

I have tried the same search starting from the Northern Rail web site and get very similar results. Presumably all TOCs base their online bookings on the system provided by ATOC/NRES. If I were paranoid I would suspect a conspiracy to exclude the Settle-Carlisle Line in favour of routes patronised by TPE and Cross-Country!

I would suggest that the above evidence shows that the NRES Journey Planner is not functioning as it should. Would you please

acquaint your IT department with this and if necessary, put me in direct contact with them?"

2. Silence. So I wrote to the Chief Executive of NRES:

"We've recently been alerted to the fact that searches for Leeds-Glasgow services on NRES do not obviously give the option of travelling via the Settle-Carlisle Line, although this is almost invariably the cheapest option and can be very nearly as quick as other routes.

This is a change from the situation last autumn, when the S&C route was clearly displayed by NRES as the cheapest option. We have some evidence that as a result Northern Rail have been losing revenue.

I have had an exchange of emails with your Customer Relations department and so far they have not provided a satisfactory answer. An example of where we think NRES has got it wrong is detailed below.

I hope you will be able to help us at least to get the system back to the satisfactory situation we enjoyed last autumn."

3. Silence. But in the meantime Northern had picked up the problem with their ATOC contacts. They forwarded the reply to me. Here's the first para:

"IPTIS only considers slower journeys that have fewer changes as overtaken journeys. The 8:49 slower journey via Appleby has the same number of changes as the 8:51 journey. Therefore it is not considered as an overtaken journey and will not be returned in default journey planning. If the 8:49 journey had fewer changes, then IPTIS will treat it as an overtaken journey, do fare comparisons and return this journey if it is cheaper. "

There were several more paras in the same vein – if you can't wait to read the whole reply, do get in touch...

4. The CEO of NRES emails me:

"Dear Richard
Thank you for your email.
We have been looking into why this might have occurred and I believe Northern have replied directly to you with the

information. If I can be of any further help, then please let me know.

Regards, Chris Scoggins, Chief Executive”

5.I take his offer of help at face value and reply:

“Dear Chris,

Thank you for your email. Yes, Northern have forwarded to me the response from your suppliers and in my view it does not solve the problem. We can go into exhaustive detail if you wish, but let’s state the problem at its simplest for the moment.

Journey Planner: a search for services Leeds-Glasgow from 0830 on the following weekday lists 5 options, none of them via the Settle-Carlisle Line. One of the options is depart Leeds 0912, 2 changes, duration 4h 24m. And yet you can depart Leeds at 0849 on the S&C, 1 change at Carlisle, arrive Glasgow at 13.01, total duration 4h 12m - this is not shown.

Click on Later Trains, and you get another five options, again none of them via the S&C.

Southbound, Glasgow-Leeds, the system works exactly as it should and the S&C route is always shown.

Our recent on-train surveys between Carlisle and Settle have shown that southbound we have over 30% of passengers from Scotland, half of them booking on line. Northbound Leeds-Scotland we have relatively few, none

of them booking on line. A pattern is emerging.

The issue here is financial - loss of revenue to Northern Rail. Last autumn the system appeared to be working correctly in both directions and we were getting over 30% of passengers Leeds-Scotland on some northbound trains. I recently surveyed a comparable train and found only 3% of passengers Leeds-Glasgow, no online bookings. Potential loss to Northern in fare revenue, £300 on just one train. This is also undermining the success of the Settle-Carlisle Partnership in bringing more passengers onto the line and could impact our campaign for an improved service in the next franchise.

I would hope we can all agree that there is an anomaly here that needs fixing and we would welcome your help in achieving this.”

6. Silence.

Northern have been very supportive and apparently have other issues with ATOC. There are a couple of other issues I have with NRES, but that’s for another day: one thing at a time.

Next step, I seek a meeting with Northern senior management.

Read the November magazine for the next thrilling episode...

Richard Morris - FoSCL Chairman

SELF CATERING HOLIDAYS AT LONG MARTON STATION

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

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

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



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

The changing face of the Settle-Carlisle Railway Conservation Area (1)

The first in a series of short photo-articles illustrating the transformation of the line since the 1980s.

Then . . .

and . . .

now.

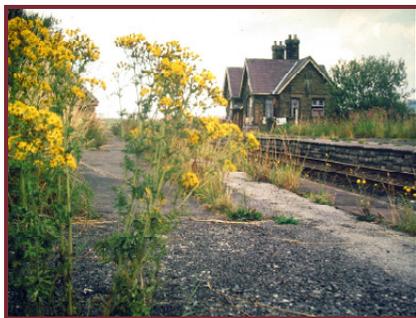


Photo © Rod Warrington, 21st Aug 1983



Photo © Mark Harvey, 11th Jul 2012

1.1 Horton station: The weeds and crumbling platform surface have been replaced with well-tended flower beds and smooth tarmac. Name boards and replica heritage lighting have been installed. The main station building has been renovated and brought back into commercial / community use.

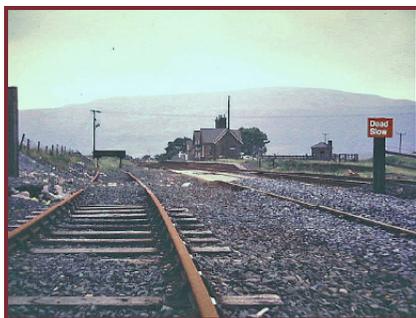


Photo © Rod Warrington, 12th Jul 1982



Photo © Mark Harvey, 25th Feb 2011

1.2 Ribbleshead station: The headshunt for the quarry sidings has been moved and a new down platform and waiting shelter have been constructed in its place allowing northbound trains to stop here once more. Replica heritage lighting has been installed on the platforms and the renovated main station building is now a museum / visitor centre. The goods office / weigh-house has been demolished and the goods yard is now a storage area for the Permanent Way Department.



Photo © Rod Warrington, 19th Jul 1984



Photo © Mark Harvey, 12th Jul 2012

1.3 Blea Moor Tunnel (north portal): The wooden platelayers' hut, pre-fabricated concrete fog hut and telegraph poles have been removed and the banner repeater signal has been replaced with a modern colour light signal. Jointed track and wooden sleepers have been replaced by continuous welded rail on concrete sleepers.

If you have any photographs taken before 1990 that might make interesting comparisons with the present-day scene, please send them to Ruth Evans at 49 Kings Mill Lane, Settle, North Yorks. BD24 9FD or ruth.evans@settle-carlisle.com.



Above: A Northern unit heads north at Blea Moor. Photo: Keith McGovern

Below: Unusual motive power for 6K05 on 26 July, as DB-liveried 60007 'The Spirit of Tom Kendell' takes three wagons south through Garsdale. Photo: Roger Templeman





Left: 48151 + 47580 on the returning Golden Jubilee Fellsman approaching Shotlock Hill Tunnel on June 6th.

*Photo:
John Cooper-Smith*

Below: 47580 emerges from Blea Moor tunnel into Dentdale wearing its special Jubilee Union flag with the Newport - Carlisle & return Statesman tour on June 2nd.

*Photo:
Pat Arrowsmith*





Wild Flowers of the Dales. Above Left: *Daphne mezereum* growing wild in a remote rocky gully. Above Right: A pink variant of the normally yellow Primrose. Below Left: The rare Small White Orchid in rough pasture. Below Right: Water Crowfoot in the River Aire between Skipton and Gargrave. Photos: Pete Shaw



Stations Report - Summer 2012

Garsdale: Further work has been completed at Garsdale; the tarmac surface behind the platform has been extended and a wooden barrier erected between the parking surface and the drainage ditch.

Also, the entrance to the overflow car park has been improved; the one outstanding issue at Garsdale is the Signal Box, much work needs doing to prevent the box from slipping down the embankment, Network Rail are currently working on a scheme to secure and stabilize the structure.

Appleby: Recently the main station building was extensively refurbished and it will again be the centre of major works in the coming weeks. The Waiting Room on the southbound platform is scheduled for a complete makeover which will take several weeks to complete.

A word of warning, there will be no alternative shelter on this platform during the period of the works, should the weather be inclement (is it ever anything else?). In bad weather passengers should wait in the main building, crossing over shortly before the train is due.

Last, but by no means least, readers may have noticed several new leaflet racks at some stations, these provided by FoSCL and installed by one of our Committee, Craig Tomlinson.

Douglas Hodgins - Stations Co-ordinator



Skipton Model Railway Exhibition

The Skipton and District Railway Society will be holding their annual exhibition and display over the August Bank Holiday weekend at Aireville School, Gargrave Road, Skipton. Opening times will be Saturday August 25th and Sunday August 26th 10.00 – 17.00 hrs & Monday August 27th 10.00 – 16.00 hrs. Entrance is Adults £4, Children and Concessionary £3, family (2 + 2) £12. Lots to see, all welcome!

Dent Station

The restoration of the Station and Snow Huts at Dent is now complete. Owner Robin Hughes is planning to write a book on the history of the station, from its opening to its closure, adventures and tales when it was in its prime, and then have chapters about its restoration, the Snow Huts project, and then a few tales about recent visitors since it opened as a holiday cottage. Robin would be grateful for any information/historic photos /tales that may be of interest and he has not published a book before so any tips on that also welcome.

Robin can be contacted on:
robin.hughes7@btinternet.com

Bench Dedication

Saturday 14th July saw the installation of a new heritage-style bench at Appleby Station. It is dedicated to the memory of Peter Bartrum, who died in 2009, and was devoted to the Settle-Carlisle

Line. His widow, Sheila Seabrook, travelled up from Hertfordshire specially for the occasion. FoSCL was represented by Douglas Hodgins, who had arranged for the memorial plaque to be fitted, Judy Morris and Richard Morris. We are very grateful to Ms Seabrook for financing this welcome addition to the up platform at Appleby, and for a generous donation to FoSCL.

**Douglas Hodgins and Sheila Seabrook
try out the bench.**

Photo: Richard Morris

Special Traffic Report

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

5th May	47826/47854	St Neots – Carlisle
12th May	57601/57001	Carlisle – Milton Keynes
24th May	60019	Carlisle - ?
26th May	47854/47851	Carlisle – Bristol
31st May	60163	Carlisle - ?
2nd June	47580/47854	Newport – Carlisle
2nd June	46233	Leicester – Carlisle
2nd June	47805/47802	Glasgow – Southampton
2nd June	3 x Voyagers	WCML Diversions
6th June	48151 +47580	Lancaster – Carlisle
8th June	47818/47810	Kings Cross – Dumbarton
28th June	Diversions – see below	
4th July	48151	Lancaster – Carlisle
7th July	20308 + 20309	Stratford – Carlisle
11th July	48151	Lancaster - Carlisle

Engineering work to improve the Hellifield-Clitheroe route has been taking place recently, with four ballast trains out on Saturday afternoons June 30th and July 7th.

Planned work on the West Coast Main Line on 2nd June resulted in four trains being diverted via the S&C; three Voyagers, plus the Glasgow to Southampton “Cruiseliners”, a boat train.

Following the torrential rain on Thursday 28th June the West Coast Main Line was closed at Tebay by a landslide; the East Coast Main Line was closed at Berwick – also by a landslide; and the Tyne Valley route was closed near Wylam by flooding. This left the S&C as the only route open for Anglo-Scottish traffic, resulting in twelve diversions in three days:-

Thursday 28th June

66598	Ravenstruther – Drax	coal	from ECML
221.101+221.143	Birmingham – Glasgow	Voyager	from WCML
57315+390.112	Euston – Glasgow	Pendolino	from WCML
66848+66846	Teigngrace – Carlisle	logs	from WCML
66167	Margam – Carlisle	coal empties	from WCML
57314+390.137	Glasgow – Euston	Pendolino	from WCML
66848	Carlisle Yard – Warrington	light engine	from WCML
66188+67016	Mossend – Eastleigh	car transporters	from WCML

Friday 29th June

66110+90024	Glasgow – Euston	overnight sleeper	from WCML
66526	Ferrybridge – Killoch	coal empties	from ECML
66016	Tyne Yard – Carlisle Yard	rail flats	from Tyne Valley

Saturday 30th June

66515	Killoch – West Burton	coal	from ECML
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Pete Shaw

Events on the Wensleydale Railway

Saturday September 29th: The Wensleydale Railway will host the UK Book Launch of Tim Fischer's "Trains Unlimited in the 21st Century." To mark the occasion, Afternoon Tea will be served at Leeming Bar station from 2.30pm and the author will travel on the Wensleydale Railway before signing copies of his book at Leeming Bar from 3.30 – 5.00pm.

Pre-ordering and payment are essential for Afternoon Teas (£10 per person) and for signed copies of the book, whether to be collected from Leeming Bar station on September 29 (£20) or sent by post (£24 incl p&p). Download an order form from www.wensleydalerailway.com, send sae marked "Trains Unlimited" or phone. Card/cheque payments to Wensleydale Railway plc., Leeming Bar station, Leases Road, Leeming Bar, Northallerton DL7 9AR 08454 50 54 74. Buy WR rail tickets on the day.

Tim Fischer - who was Deputy Prime Minister of Australia for three years in a Coalition Government - then moved to Rome for three years as Australian Ambassador to the Holy See. Whilst there, he obtained the Pope's permission for a special train to run from the little-known station in the Vatican in support of the charity CARITAS.

Saturday November 17th: A 6-mile guided walk from Redmire station with Festive Lunch (including genuine alternative for vegetarians) and light-hearted musical entertainment at a Wensleydale pub. Also a non-walking alternative, joining walkers for lunch.

Booking essential: £25 per person includes return ticket on Wensleydale Railway, 3 course lunch and coffee. Booking essential: tel 08454 50 54 74

Friends of the Far North Line AGM

We have excellent relations with the Friends of the Far North Line, the line that goes from Inverness to Wick and Thurso. They have a lot in common with us: a long predominantly rural line, magnificent scenery, a service that could

be more frequent, and 158s. There are differences - their journey times are even longer than ours, they don't have the same architectural heritage as we do - but their 158s are much better refurbished and much more suitable for the type of passenger traffic.

On 11th June FoFNL celebrated the 150th anniversary of the opening of the line as far as Dingwall, by holding the AGM on the very day and in the very hotel where they had lunch on opening day in 1861. Judy and I, as members, attended. Part of the attraction was the guest list: Charles Kennedy MP, John Thurso MP, David Simpson (Route Managing Director for Network Rail in Scotland), Frank Roach (Director of the Highlands and Islands Transport Partnership) and John Yellowlees (Drew Haley's opposite number as Stakeholder Manager for Scotrail). I had a hidden agenda: networking. In the north of Scotland? Can this be relevant to FoSCL? Well, just a bit: it's a small, friendly gathering and the opportunity to have conversations with a couple of MPs was not to be missed. More to the point, we interface with Scotrail and the WCML at Carlisle so there were two more detailed discussions over lunch. And Frank Roach is a good friend of ours, had visited Dent only a few weeks earlier and gives us very helpful advice from the Partnership point of view.

At this point I should mention Richard Ardern, committee member of FoFNL and FoSCL member who sometimes attends our AGM and with whom I've had fruitful email correspondence over the years. There are great benefits in similar organisations working together.

What impressed me was the turnout at the AGM: 30 members from a total membership of 176. At that rate we should expect 570 members at our AGM! The lunch, paid for by Network Rail (how does FoFNL wangle that?) was an excellent buffet but not quite up to the standard of 1861 - a five course banquet for which we saw the menu. Never mind, we were there on business!

Richard Morris

Dales Bus Rolls on into the Autumn

Despite the unsettled weather and media reports that the countryside was awash, DalesBus services have continued to provide some really useful links from the S&C to nearby villages and attractions. The Dent bus runs every Saturday all year round, meeting the 08.49 train from Leeds at Dent Station for Dent, Sedbergh and Kendal with return buses for all late afternoon and evening Leeds trains until October 27th; thereafter there will be just one return bus for the 15.40 train. There is also a Sunday service until September 9th designed primarily to meet the Lancashire trains. Use it to visit the attractive villages of Dent and Sedbergh, with its famous bookshops, or walks on the Howgills or in Dentdale itself.

The Northern Dalesman bus is financially supported by FoSCL and meets the Sunday 09.00 train from Leeds at Ribbleshead for Hawes, Buttertubs Pass, Keld, Muker, Gunnerside, Reeth and Richmond. There are discount fares if you show your train ticket so you can have a really good day out at a great price! It also runs on August Bank Holiday Monday meeting the 08.49 train and returning slightly earlier to make the return connection. There are Guided Walks on many Sundays, discount Mountain Bike Hire in Swaledale and lots of superb walks to enjoy for all abilities or just ride through the glorious scenery to Richmond with its Castle and riverside walk to Easby Abbey.

The Malham Tarn Shuttle runs every Saturday to Sept 1st and Sunday to Oct 21st from Settle via the Tarn to Malham; Saturday buses start at the station whilst Sunday buses start outside the Naked Man Café in the Market Place. The Tarn is a superb destination for easy walks round it or down to the Cove and Malham or longer walks to Kettlewell or Buckden via Littondale; Kilnsey via Mastiles Lane or Horton via the Pennine Way. Remember that a return rain ticket to Settle entitles you to a free ride back from Buckden, Kettlewell, Kilnsey or Grassington to

Skipton Station on the Sunday 17.50 Fellwalker bus from Buckden, whilst there are now evening buses from Buckden and Grassington to Skipton on Saturdays (and also on Fridays) funded by DITA.

Until Oct 21st there are also Sunday buses from Ribbleshead and Settle to Ingleton opening up even more opportunities not forgetting the daily Little White Bus from Garsdale Station to Hawes via Hardraw, which will extend by request to Upper Wharfedale and Upper Swaledale.

Bus passes are valid on all services except demand-responsive services and full details are in the DalesBus booklet from your local station or TIC or visit www.dalesbus.org and get all the latest info online. Queries and comments on DalesBus services are always welcome - give me a ring on 0115 9322356 or e-mail me at media@dalesandbowland.com

Dr John Disney

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The Role of the S&C on the North – South Axis

by Geoff Bounds

Post-privatisation, the UK rail network has experienced significant growth both in terms of freight and passenger volumes. Forecasts generally are that through the period 2010 – 2030 both freight and passenger volumes will double. Whilst this growth will not be universal across the whole of the network, the north – south rail axis is one of, if not the key, rail arteries in the UK. It is therefore reasonable to assume that the axis as a whole will see significant traffic growth through that period.

The axis is made up of three principal routes, West Coast Main Line, East Coast Main Line, and the former Midland route - Midland Main line from London to Sheffield (and Leeds) and the S&C north of Leeds. Secondary routes that add in part to this axis are “coastal” routes such as the Cumbrian Coast line and the line via the Durham coast as well as parallel

routes further south i.e. the Chiltern route between London and Birmingham and the GN/GE Joint line between Peterborough and Doncaster. Beyond this HS2 has the potential to deliver a new high speed European gauge route from London to the North East and North West.

Given the above we can and indeed should expect significant change on the north – south axis as a whole over the next 20 years. In many ways this is exciting, as a rail network that for years had been in decline is finding a new and unimagined renaissance, even at the point at which the S&C was reprivated in 1989. Rail has a vital part to play in meeting the transport needs of the UK in the 21st century. This is evidenced by continued major investment in the rail network such as the £9.2bn announcement in mid July, despite the UK being in the throws of a double dip recession. Such an investment position in rail has not been, certainly since the BR modernisation plan of 1955.

So where does the Settle & Carlisle fit into all of this?

N^o5

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Since re-privatisation the line has undergone a total transformation. The 10 stations are now arguably some of the best secondary stations on the UK rail network due to the combined efforts of the S&C Partnership organisations and Network Rail. Railtrack and Network Rail have invested significant sums in upgrading the track and signalling on the line - improving both quality and capacity, speed restrictions have been lifted and there is the prospect of line speeds being increased to 75 mph to the benefit of both freight and passenger services. Additionally, the Department for Transport have designated the line as a core strategic freight route, non gauge enhanced, which emphasises the position of the line for the movement of freight.

Against the above it is difficult to see a case for closure of the line re-emerging. However increased traffic demands on the north - south axis do have the potential to impact on the Settle & Carlisle. These impacts could either be direct or as a result of cascade impacts i.e. a knock-on effect of decisions on other routes.

So what are the some of the potential issues:

- **Re-franchising in 2014:** The new franchise through to 2028 is likely to be an amalgam of the current Northern and TPE franchises. Recent announcement of Trans Pennine electrification could result in the relatively new Class 185 units being cascaded onto other secondary/ inter urban routes including maybe the S&C?

- **Increased freight.** Intermodal traffic is the biggest forecast area of freight growth on the network and will generate significantly more and longer trains, eventually up to 775m in length. Volume and train length increases are already happening and will continue. Announcement of electrification of the route from Southampton via Reading to the WCML sends out a very clear message that the big long haul intermodal trains in future will be electric hauled.

- **HS2** will deliver a new high speed route to European gauge from London to the North East and North West. From thereon

high speed services into Scotland will in all probability be routed onto an existing route on the north - south axis. In all likelihood WCML and/or ECML. Despite the S&C being well aligned for high speed running clearing the S&C to European gauge would be incredibly expensive as well as being challenging from a Conservation Area perspective.

- **The WCML north of Preston** is, and will remain, a two-track railway. The logistics of pathing current high speed passenger and freight services can be challenging now. This will get more difficult if the volume and speed of high speed passenger services increases. As a consequence, diverting as much freight as possible would be important with potential cascade impacts on the S&C.

Currently there are no plans to either gauge-clear the S&C for the movement of intermodal trains or to electrify, let alone to clear the route for European gauge high speed passenger services. Tackling clearance for either electrification or deep sea intermodal trains (the ones that move 9'-6" high containers) would be costly on the S&C, particularly providing clearance through the 14 tunnels which would require major works and involve major blockages, this without the wider Conservation Area challenges that would need to be met.

Never? The challenge facing the rail industry is to target investment where it achieves the best return or how best does the industry invest on the axis as a whole to meet demand at the lowest possible cost? These are the challenges for the next 20 years and, if growth continues, beyond. There will be impacts on the S&C over the next 20 years and we need to be alert to these. However possible thoughts on bigger issues such as either gauge clearance or electrification of the S&C if contemplated are likely to be medium to long term decisions based on continued growth, progressive electrification of the whole network etc.

When campaigning against closure, FoSCL lobbied for the S&C to remain part

of the national network which it rightly is. Railways all over the world however are commercial undertakings. They exist to move people and freight. If they didn't they wouldn't exist. However the S&C is arguably more than this. It is a commercial undertaking plus being a scenic gem, an architectural and engineering jewel in the crown and the UK's only rail corridor Conservation Area.

FoSCL and the wider S&C Partnership therefore have a unique role to work with the rail industry to enable the S&C to live and breathe as part of the national network whilst at the same time ensuring that its "home grown" passenger demands and the unique scenic, engineering and architectural character of the line are not compromised or lost. At present we don't know how the challenges of growth demand on the north – south axis will be met. However we cannot ignore the potential for these changes to impact on the S&C. This, then, will be an exciting challenge which will require a vibrant and focused S&C Partnership focused both on ensuring the best of the past is conserved whilst embracing the challenges of demand growth and ensuring that the S&C has as full a part to play in this, in the context of the north – south axis, as is appropriate.

Geoff Bounds

Geoff worked in the rail industry for 40 years from 1969 – 2009 - working for British Rail, Railtrack and latterly Network Rail.

Geoff held a number of positions over that period but will perhaps be best remembered for his role as Project Manager for the Settle & Carlisle line immediately post reprieve of the line from closure through to October 1994. High points were restoration of Ribbleshead Viaduct, getting the northbound platform reinstated at Ribbleshead, providing Settle with its much needed footbridge and the restoration of Hellifield station.

In his final role Geoff was instrumental in leading development of the Strategic Freight Network from a position of no identified schemes and no funding to a position where by retirement the Strategic Freight Network programme had secured direct funding of over £400M with a further £230m of funding secured for upgrading the route from Peterborough to Doncaster via Lincoln to allow for increased freight traffic but reduced impact on the East

Coast Main Line.

Since retirement Geoff has established his own consultancy business and remains active in supporting rail freight terminal developers. Geoff remains a strong supporter of the Settle & Carlisle line and has been actively involved with both the Development Company and the Trust.

What Were You Doing On The Day That the Line Was Saved?

Reading the FOSCL Journal, I saw your request for us to recall what we were doing on the day the line was saved. I wonder how many people know? It was important for us, but not quite in the same league as Kennedy's assassination, which must be the event that most people 'remember where they were'. I had to look in my diary, where I found: (1) my wife went to Milan on a business trip and (2) I gave my daughter Fiona her second bellringing lesson. Not very promising, though it was Fiona (then 12) who persuaded me to walk from Carlisle to Settle later that summer, see:<http://jaharrison.me.uk/Journeys/CarlisleSettleWalk.html>

I found a cryptic entry a couple of days later that said 'SC rehearsal'. I thought SC might mean one of my talks about the line (though I never remember rehearsing one) but then I realised that SC meant 'striking competition', so no connection!

I noticed another interesting thing. Prior to the reprieve I had been receiving one or two requests a year for talks about the S&C, one only a few months before reprieve, in November 88. But after the reprieve the demand must have evaporated, because my next S-C talk was five years later - in July 1994.

I dug out my old press cuttings, and saw that The Independent ran a much bigger article than The Times on the day after the reprieve, and then followed it up with a half page article on the Saturday 10 days later. Around that era the Indy produced far better pictures than the other papers. I have some excellent ones of the line, including the impressive picture of Ron Cotton standing on Ribbleshead station when he retired.

John Harrison

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The weekly Snow Hut fee can start from £400 so please call for further information.

Obituary Patrick McGowan



The death of FoSCL member Patrick McGowan brings back fond memories for me. Patrick was crime reporter for the *Bradford Telegraph and Argus* when I, then an Inspector and press officer for Bradford City Police, first met him in the early 1970s. He was one of a small group of journalists, including the *Yorkshire Post's* Trevor Atkins (also a FoSCL member), whom I would meet each morning at Bradford City Hall. There was always plenty to keep us busy - and amused!

Patrick had the magic touch as a journalist. If we really wanted it as the front page lead story, Patrick had the knack. His time in Bradford coincided with serious crime - the Black Panther, the M62 coach bombing and later the Yorkshire Ripper come to mind. I was not at all surprised when Patrick left Bradford to become crime reporter for the *London Evening News*.

He covered the sinking of the *Herald of Free Enterprise*. I do so wish I had known that at the time for I spent three weeks in Zeebrugge as part of an Interpol team working on that same disaster. Through FoSCL we kept in touch over the years. He and his wife Margaret had a holiday home by the S&C which they rented out - their advertisements appearing in this journal.

I shall always remember meeting Patrick on Settle Station the day after the London Bombings. I expressed my astonishment

that he could be in Settle at such a time. He grinned from ear to ear and told me that he had packed in journalism and had become a train driver - in and out of Waterloo! He had done what many lack the courage to do - packed in a good job in favour of what he really wanted to do.

Only on Patrick's death, from a brain tumour, did the world learn of his real claim to journalistic and railway fame. In his *Guardian* obituary it was revealed that it was he who, when interviewing a manager at Waterloo following travel disruption, recognised the gift of a quote he wrote in his notebook, "It was the wrong sort of snow" - which went round the world and back. When Patrick became a train driver he kept quiet about that one!

Patrick visited the Settle station water tower in the early stages of its restoration. I shall never forget Patrick's remark when we had climbed to the top via the hairy-scarey ladder. "Mark, this project will add years to your life, you know". Little did I know he was so near to the end of his.

Mark Rand

A Note from Kath Smith

Kath says "thanks" to everyone who sent good wishes after her fall which resulted in a stainless steel shoulder replacement. Also a blood disorder developed which affected all parts of her body but she is now on the mend.

Interview with Brenda Newby Regarding her Father Jim Taylor By Bob Swallow 10th May 2012

My father Jim Taylor, born 1907, was a Lancashire lad - bred in Bury - and began his railway career when leaving school aged fourteen. To begin with he was a telegraph boy, taking telegrams received at the station to the recipients living in the immediate area. After a few years he was promoted to booking clerk working at various stations through from Bury to Manchester.

Jim met his wife-to-be in Bury in 1930. She came from Shropshire, being a housemaid to a wealthy family in Bury. Next he was sent to the station at Shap before they married in 1932. They then moved to Aspatria in what was then Cumberland, now Cumbria. From there he quickly moved to Maryport into the control office followed by a more senior control post at Workington, a larger office. By this time I had arrived, born in 1933. We set up home in Crosby just north of Maryport.

WW2 intervened which caused another move to Nuneaton Trent Valley, dad now a little further up the promotion ladder. With little warning he was moved to Camden Town, London, I never found out what he did there until several years after the war had finished. During the wartime period it was rare for dad to spend any time at home. Occasionally he would arrive by train for a few precious hours before departing poste haste back to whatever he did in the capital. Years later he told us that he had been involved in the marshalling and routing of ammunition and troop trains all over the South of England.

In 1947 he was given the option of remaining in the capital or dropping two grades to stationmaster at Horton in Ribblesdale. It did not take Jim five minutes to make up his mind.

Jim and his family arrived at Horton in Ribblesdale on 26th September 1947. Mum initially found it difficult to settle due to the constant noise of traffic on the railway literally beside their house. She found the

station cold and uninteresting so Jim set to one day with pick and shovel hacking tarmac up on the platform. He obtained some bricks from somewhere and started to create flower beds.

Jim's wife Frances was from a family of nursery people back in Shropshire in the little village of Prees just outside Whitchurch. He would go down by train arriving back with a mass of plants or arrange for them to be dispatched by rail and collected from the brake van. Later Jim obtained a greenhouse and started to cultivate plants from seed. He entered Horton for the best kept station competition, the first prize in those days being about 15/- (75p.) Year by year the gardens grew and year by year they won first prize. Jim never drove but did have help from time to time in getting bulk loads of plants transported by road with Brenda's husband to be Nick.

One day a wagon load of timber arrived at the station, there was no indication as to where the wagon was from or to whom it belonged. The timber it was carrying was offloaded and bit by bit cleaned up, cut to size in his little shed and soon the sign 'Horton in Ribblesdale' appeared on the up platform in letters two feet tall. For the down platform he obtained a local supply of limestone chippings into which were set stone blocks on which was painted the name of the station.

Within the station buildings Jim sponsored art exhibitions on all manner of subjects which in turn became quite famous. He also collected a deal of money for the Railway Servants Benevolent Fund often through opening the station on a Sunday for people to view whatever was on show in the southbound (up line) waiting room.

Jim described to Bill Mitchell the activities of the lime train which daily during the week and sometimes more often would come to a halt on the down line way through the platform before reversing back over the points into Delaney's Quarry sidings. This was quite a work of art, the sidings being on a sharp curve and up a bank. This meant that the locomotive driver had at a signal from

Jim and after all the points had been set correctly, to reverse at full throttle to try to push the rake of wagons up the banking. Sometimes they stuck, so pull forward further up the main line before making a second attempt. Derailments were a frequent occurrence often solved by the use of blocks to re-rail wagons. Just occasionally the Hellifield Steam Crane would be called out.

Jim had a rare sense of humour as instanced by the Down *Thames Clyde Express* brought to a stop at the signals at the end of the platform. There was as Jim put it, "always some nit wanting to get out whenever the express stopped at Horton." He was invariably on the platform to see they got back on sharpish and therefore available when the dining car attendant put his head out to enquire the cause of the delay. "Well" said Jim, "your sparring partners in front are doing badly, you'll be away in a few minutes – but haven't you forgotten something?"

"Don't think so, what's that?"

"Ah well, surprised you don't know.

Whenever you stop in block at Horton you will find the stationmaster on the platform.



Old tradition decrees that you present him with a toasted teacake."

"Eh up, is that right?"

"Cos it is, why do you think I am telling you?"

So off he went soon to reappear with a toasted teacake on a plate which was handed over with due ceremony. He must have spread this via the bush telegraph as in the future Jim always received a similar offering were the express stopped in block. George Horner, then signalman at Horton and another legendary character, when told of this long after both their retirements remarked, "the miserable old begger, he niver got me a toasted teacake!"

Promotion followed to Settle, so too did the Horton station rockery, soon re-erected there. Further famous signs were erected on the platform. Jim felt strongly that the Thames Clyde should stop there, after all it stopped at Appleby, a legacy of all trains stopping at little county towns like Oakham in Rutland. That apart Settle was as big as Appleby. He set to convincing his superiors, a task which occupied the best part of eighteen months. When eventually the express began stopping at Settle they were amazed at the extra business it generated.

There was a gap of one year whilst involved in the move that Jim's station gardens did not win, then he was on another roll, helped no doubt by Derek Soames. This related to rationalisation including the demolition of surplus railway buildings and roadways, many in Lancashire. Train loads of surplus would be routed up the old Lancashire and Yorkshire line through Hellifield before swinging left at Settle Junction bound for a huge tip near Heysham. On occasion there were too many trains to handle so these would be placed into a convenient siding until required.

Jim Taylor being presented with the 'Best Station Garden' plaque at Settle station.

Photo: Derek Soames

One such landed at Long Preston when Derek was signalman there. Being Derek he wandered down to view the contents before giving Jim a ring.

“Jim, I have a wagon load of stone setts in the siding, they are bound for the tip, wondered if they might be useful for your garden?”

“Whoa, don’t you let them go Derek.”

There’s a wagon load of sleepers too, interested?”

“Tell you what Derek, get the pick up goods to collect both wagons and drop them off here, I will square it all up.”

The setts were used to build a garden raised some three feet on the area now reserved for disabled parking. There is no record of what happened to the sleepers.

Jim won the best kept station garden competition a total of sixteen times and for good measure the best kept station on several occasions.

Jim was station master at Settle until 1965 when an untimely accident caused his retirement. He was a passenger in a car travelling back from Carlisle after a meeting on railway business when a bee or wasp flew in through the window causing the driver to panic and the car to crash. Jim was left with serious injuries to his hip and leg which precluded him from being able to mount a locomotive in the event of his having to ride as pilot man. This was despite receiving a pioneering operation to repair the damage. He was therefore retired on health grounds. That meeting was supposed to be addressed by the infamous Dr Beeching but he did not turn up!

Jim found employment though friends of Rotary International at the newly opened Settle Creamery. Of course he lost the station house but bought a bungalow on what was at the time a green field site in Giggleswick. The limestone rockery which he had created at Horton followed him to Settle and then to Giggleswick. Of course in those days there was no restriction on its initial removal.

Jim lived happily with his wife and daughter in Giggleswick until his death in 1988 at the age of eighty-one.

Bob Swallow

Jim Taylor at the rear of the main building at Settle station.

*Photo:
Derek Soames*



More Footplate Memories

By W.G. Richards

I enjoyed reading the experiences of the Saltley engine driver brothers for they reminded me of my first trip to Carlisle as a young fireman in May 1957. The train which we enginemens from Lower Darwen M.P.D. worked started from Manchester Ancoats Sidings – usually a lightly-loaded train hauled by a ‘Crab’ 2-6-0 loco. As the year progressed, traffic increased rapidly. Forty wagons with a Crab increased to forty-five with a Stanier ‘Black Five’ followed by a B.R. Standard Class 9 with sixty wagons.

A similar pattern was followed by the Saltley footplatemen’s workings, except that it was a much harder task working a Class 9 with sixty wagons running to fast timings. This was soon recognised by the railway authorities so a decision was taken to fit five Saltley Class 9 locos with automatic stokers. The problem now arose that these locos had to have uniform supply of small coal otherwise the steam-driven delivery screws would jam. This meant that they could not be coaled at the coaling-plants, therefore filling the tender was done by hand. I did not work on these locos myself although drivers occasionally called upon to conduct the Saltley drivers to Carlisle said that you

could work the engines as hard as possible but steam pressure was held at maximum. I understand that, sadly, none of these locos were preserved.

Enginemens from the south lodged at Carlisle Upperby barracks which is now part of the hotel complex visible to the left as you approach Carlisle. The walk to the barracks took you past a large old brick building, the first half of which had window openings covered with heavy gauge mesh and was often used to store sheepskins from a local abattoir. The place stank in Summer and the area was wick with rats. The rest of the building was a frozen-food store!

With the opening of the Carlisle New freight yard, goods trains terminated there. In those days, freight trains were not allowed through the station but used the station avoiding lines running via Rome Street Junction and Bog Junction. Men left their locos at Kingmoor M.P.D. and walked to the nearby barracks to lodge. Canteen staff had only previously dealt with Scottish traincrew and it took a little while before a bowl of sugar sat alongside the traditional salt to sprinkle onto one’s porridge!

Tiring, but happy, days.

W. G. Richards

Britannia Class loco 70002 Geoffrey

Chaucer taking water at the down platform at Settle in the ‘60s. Note the water column, the same model as now exists near to its original site on the up platform, the down starter signal and the warning notice to passengers crossing the line - no bridge in those days!



*Photo:
Derek Soames*

FEASTS, MICE, RABBITS AND A GIANT PUFFBALL

By Judy Morris

One never knows what one is going to encounter in a garden especially a station garden and the garden at Armathwaite is no exception. There are feasts lurking in every corner!

Late Spring and after the red and creamy white tulips (an attempt to match the Midland colours!) had finished flowering, I carefully lifted the bulbs and put them in my garden retreat. The gardener's retreat, a separate room at the end of the waiting room used to be the Gents' Urinal but is no longer, I'm pleased to say, and is now used for gardening equipment, compost and the absolutely essential water-butt. I laid the bulbs out to dry in the retreat and a few weeks later I removed the stems and just left the bulbs. I was to collect them later and store them at home. Unfortunately, I left the bulbs a little too long and found when I returned that every bulb had been eaten. A mouse had been busy! Well I presume it was a mouse or mice. They had had a feast.

Another animal that loves a feast is a

rabbit and indeed they had been active eating many of the newly planted annuals I had raised from seed. I was kindly given a recipe which would solve the problem. First take five cloves of garlic and crush them, mix with a teaspoon of paprika or cayenne pepper; a teaspoon of grated soap and one pint of water. Shake vigorously and put in a spray bottle. Leave to stand in the sun for at least a day and this mixture should deter rabbits. Spraying the newly planted annuals and around where the rabbits enter the garden is a way to deter them. What a surprise it was when it worked but whether it puts off passengers waiting for the train is another matter. The garlic smell is very strong.

A feast for humans? As I wandered along the garden looking for the rabbits' entrance, I wondered whether they would go to the end of the platform and hop along looking for my tasty plants or would they come in elsewhere? I went around the other side of the fence and whilst looking for their entrance came across a giant puff ball. This must be the largest fungi of its type I have ever seen and it was very heavy as it weighed nearly two kilograms. I took it home and luckily I had the wheel-barrow with me so could wheel

it home in style but unfortunately it was past its best so couldn't be eaten. So any tasty recipes and feast was not on the cards!

Judy Morris

Judy with the Giant Puffball.

Photo: Richard Morris



Richard Thornton's C. of E. Primary School

On 14th May, pupils from Richard Thornton's Church of England Primary School, Burton-in-Lonsdale, travelled to Carlisle accompanied by FoSCL On-train Guide Keith Preston. Here are some of their reactions:-

"Dear Keith, The dog statue Ruswarp at Garsdale station was awesomely cute. Thank you for taking us on the train and looking after us. The trip was cool."

"I liked looking at the finished date stone on the Ribbleshead viaduct."

"When we went for a walk to Ribbleshead viaduct I found an old train wheel. We brought it back to school and cleaned it. It is now on display at school."

"I enjoyed the quiz on the train journey and seeing the sites on the train, imagining where the shanty towns were."

"When we went to Ribbleshead viaduct my friend Thomas found a train wheel that was very old, Thomas found it, so in the summer holiday he gets to keep it at his house forever. On the train trip we went to the Carlisle cathedral I liked it because it was very big and I liked the treasury."

"I liked the trains they were fast and amazing. I had fun watching the view whizzing past."

"I really liked learning about how they built the viaduct and I thought the statue of Ruswarp the dog was amazing."

Armathwaite Primary School

In May all the pupils of Armathwaite Primary School travelled by train to Lazonby every day for a fortnight to go swimming in the open air pool there. In May? We all thought they were mad but the Head persisted and was proved to be absolutely right, especially as the second week coincided with the only spell of sunny, warm weather this summer. The children loved it, all 60 of them, and are looking forward to doing the same again next year. And it boosted the passenger numbers from Armathwaite enormously for the month of May!

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.

Responses to the Manchester – Carlisle via Clitheroe Campaign

As a relative newcomer to FoSCL I was extremely pleased to note the campaign to restore passenger services over the missing link between Clitheroe and Hellifield.

Having spent my formative years in Blackburn, it was a line I travelled frequently before closure. Indeed I travelled on the last southbound service train on closure day, 8th September 1962.

I am surprised, however, to see the campaign focusing on through Manchester to Carlisle trains. As far as I am aware these were extremely rare even in the 1950's. The only example I can think of is the 10.19 ex-Blackburn, which only ran on the summer timetable.

Whilst wishing the campaign every success, I do think that one morning through train, with a return in the evening, might lead to limited patronage. Surely a more frequent service terminating at Hellifield and connecting with the existing Leeds- Carlisle service would be more flexible and therefore more popular.

As for accommodation of the proposed new service at Hellifield the answer is obvious (although perhaps not cheap). Re-open the south bay, which was used by almost all Blackburn departures before closure. All arrivals from the south could go straight into the bay to await departure without taking up time on the through platforms.

Frank Horsfield – by email

(Editor's Note: yes, we would all like to see those bays back in use! But the cost would be enormous. Apart from track, pointwork and signalling alterations, much work would be needed to move the lighting columns. But perhaps one day?)

All power to your elbow in trying to get more trains, though Northern Rail do have their hands tied. What is clear, however, is that despite the millions invested in upgrading the track the last train from Carlisle does not connect with the last train leaving Leeds for London. The continuation of a 60 mph speed limit thus frustrates passengers - and the connection fails by a mere 16 minutes.

Tony Porter – by email

You report (May) the interesting proposal to extend two weekday Manchester- Clitheroe

trains to Hellifield and Carlisle and vice versa, and it is much to be hoped that this proposal can be implemented.

Although the line between Blackburn and Hellifield was closed to passenger trains on 10th September 1962, some scheduled passenger trains (other than diverted West Coast trains) did continue to use the line until at least September 1964. I remember as a schoolboy standing on Hellifield station in that month when a train of about eight coaches, including restaurant car, and drawn by Britannia locomotive no. 70003, was suddenly signalled down the up Blackburn line, and passed through without stopping. A decade later, while reading the relevant timetable in the Cambridge University copyright library, I realised that the train had been a scheduled summer-only Glasgow-Manchester train. It would be interesting to know if anyone can give the date on which this train last ran via Settle. At about the same time, I well remember reading O.S. Nock in "The Railway Magazine" who had timed several class 47 hauled diverted trains which covered the 76 miles from Carlisle to Hellifield, where drivers were usually changed, at well over a mile a minute.

Another Britannia memory was on New Year's Day 1967 when, as a family, we cycled from Skipton via Malham Moor to Settle, arriving at the station to find that the up "ThamesClyde" - the only train of that day - had just departed. Crestfallen, our spirits were rapidly revived when the stationmaster said "there's a relief in a few

minutes: it was steaming poorly and so was put inside at Blea Moor". Moments later a Firth Britannia (52 or 53) appeared round the corner from Langcliffe.

Mr. Gulliver (May issue) takes me to task for having suggested, in the February issue, that one Skipton-Leeds train per hour should omit some smaller stations, including his own at Cononley. With the exception of some exchange stations, for example Ford and Barnham on the south coast, relative to its size Cononley would still have the most intensive railway service in Britain.

Robert H. Foster - by email

In answer to the question on the cover (of the May 2012 issue), I don't think I'd use either a morning or an evening train because most of my journeys via the S&C are long distance ones to Scotland and though I'd like to try out the Clitheroe route I wouldn't be able to complete the journey in a day unless there was a midday train. I think it's also important to clarify for what journeys Clitheroe would be a permitted route. I would hope that this would include journeys from anywhere on/or south of the Manchester-Cleethorpes route.

I would also want trains to serve Manchester Piccadilly rather than Victoria, for easy interchange towards Sheffield and beyond (including Ely). Of course if they were to serve the airport they would have to do so. I hope that the project would include a station at Gisburn with bus link to Barnoldswick and Earby. This would be useful for connections with trains in either direction. The map on the cover suggested that we might want a station at Chatburn but I would regard this as less important strategically.

Would the signalling allow cross platform interchange at Hellifield between trains from Leeds and Manchester and to Carlisle and Lancaster ? If so this would be what the principles of integrated transport would suggest.

Simon Norton (Cambridge)

I've just been looking at your survey. I live in Settle and work in Clitheroe, and if the service was available morning and evening I would use it probably three times a week (I try to work from home one day a week, and am usually out and about, so need a car another day).

I don't fit into the survey question specifics, but wanted to add my support to the cause.

I think it would also open up employment opportunities for people living in the Settle area to look at jobs across the border in Lancashire, whereas currently the option (if using train for transport) is Skipton or Leeds.

David Evans - by email

Station Booking Offices

Although the thought of possible booking office closures is an anathema to all sensible people, and we all hope that sense will prevail as many people prefer to talk to another person when planning journeys, there are alternatives.

One such is to open a third-party agency and thereby maintain the facility for the local community. These third-party ticket agencies are neither common nor unique but there are several licensed agencies on the Arriva Trains Wales Network including Ludlow (which I started in January 1991 in combination with British Railways Western Region Provincial Sector), Gobowen, Newtown and Chepstow. These schemes have been outstandingly successful but I am now in the process of relinquishing my ownership interest and am in the process of moving to Devon.

Payment is by commission on the tickets and other products.

The main competitors are Internet purchases but experience has shown that people who buy off the Internet often pay too much due to ignorance.

National Rail Enquiries can also be tricky and the worst example that I have heard is that a prospective customer was told that London Waterloo does not exist!

I also refer to Peter Robinson's letter in the same issue referring to poor public

knowledge of the railway. How true this is; we too have had questions about the Settle-Carlisle and, locally, the Central Wales line as well, both asking about their status as tourist railways. We have had to explain that they are part of the National Network.

Yes, the public do need education as to how to travel by train and this is where booking offices and information centre are essential. If they become regular travellers and they start to tell you what to do, you know that you are winning and they will tell their work colleagues and friends – but one bad experience can lead to discouragement.

Francis Dunn – Germansweek, Devon

Mark 1 Stock?

Viewing the scenery from a class 158 on the S & C can be frustrating if you are in one of the so called airline seats. That is why those seats with a table are always occupied.

To increase passenger enjoyment the solution is to fit more tables but this reduces the number of passengers that can be carried.

We will have to put up with the present situation because of the units Northern have to use.

I have travelled on the S & C many times so am well acquainted with travelling on classes 142, 144, 150, 153, 156, and 158.

I appreciate the S & C is not and will not be a tourist railway but would it be possible to turn the clock back just a few years to when the timetabled service included loco haul trains?

Would it be possible for say West Coast on Northern's behalf to operate the timetabled services using 5 mark 1 stock and heritage traction such as class 47s.

Ian R Bolton - by email

Customer Education

The letter from Peter Robinson of Lancaster* reminds me of what a good job the S&C does of educating people about the British railway network.

When guiding with a typical group from

one of the holiday companies I have experienced the following fairly frequently: (a) about 10% of the group haven't been train for at least 20 years, and in some cases 40 years; and I am asked "Will there be a toilet on the train?"; (b) there is surprise that the train has come from Leeds and called at Skipton – "We came through Skipton on our coach: I wonder why they didn't put us on the train there?"; (c) On learning that it is not a heritage railway – "Which railway company is running this train; is it British Rail?"; (d) After asking why there can't be more carriages, and hearing the answer, amazement is expressed that the train is owned by one of the banks; (e) On arrival in Carlisle and looking at the departure indicator – "There are trains to Glasgow and Edinburgh, where do they come from?", and on hearing the answer "I didn't know that there were still trains these days from London to Scotland - the next time we go on holiday, we should try taking the train"; and, of course, (f) "Why isn't it a steam train?"; and (g) incredulity when hearing that the principal traffic on the line is coal "I didn't know that there was that much freight on the railways" or "I didn't know that they still sent goods by train".

These are only the frequently occurring comments/questions: I have experienced many others of a similar nature which demonstrate that many of the passengers coming with holiday companies to our line know little about the present-day set up of railways in this country.

The S&C is a good ambassador for the railway industry (well, usually: not on the 10:44 from Settle in the summer holidays).

Ian K Watson - On-train Guide - by email

* Peter Robinson of Grange-over-Sands (President of the CRA) is also a member, I think.

Jubilee on the Line

Saturday morning 2nd June saw me routinely boarding the 09.26 from Carlisle to Settle. Bunting on the stations set us off in a celebratory mood. I nodded at the 'regulars' and spoke to

all the other passengers. This journey's travellers included a couple from Sydney who had enjoyed some Scottish Lines before testing us out. I spent quite a lot of time talking to them.

At Langwathby six youngish ladies from Penrith boarded, but they didn't seem to be the usual sort of 'hen party' which tends to unload drink and goodies and often sports badges and hats etc. They were going to Leeds, quite sedately, and informed me that this was their Jubilee Party. On arrival at Appleby (and every other station thereafter) they quietly donned face-masks and, hey presto, we found we were journeying with the Royal family!

At Kirkby Stephen they sang the National Anthem and stood for a photo call. The Australians were overjoyed...this could have been the highlight of their trip...and the rest of the compartment laughed and clapped.

I wondered if any other line had royal visitors? At Settle 'the Queen' bought a book and graciously waved me off.

Travelling from Carlisle one Saturday in July I was so busy chatting to passengers that I arrived at Settle with my beaker of tea only half finished. So, being thirsty, the first thing I did was sit to drink the remains on the seat by the station building.

The *Duke of Gloucester* noisily puffed her way towards us and at the point of levelling a huge drop of water (from the eaves?) splashed into the tea. Annoyed, but still determined to drink up, I was surprised to find a black cinder at the bottom of the cup! I can't bring myself to throw it away but am wondering if I should raffle it for funds later this year when I speak about the line at Brampton W. I.

Ruth Kershaw - On-train Guide - by email

Correction

In our February magazine, next to the walk leader's report submitted by David Singleton, there was a photograph credited to David. David has asked me to correct this as the photo was taken by Ian Moffat. Apologies to Ian and to David for this error.

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Rear Cover Above: The occasional stone train from Shap to Stourton, seen at Ribbleshead with 66114 on 15th April 2012, with Wharfedale tower in the distance.
Photo: Pete Shaw

Rear Cover Below: With diversions in the news, here is a reminder of previous diversions with 57310 heading the 11.17 Euston - Carlisle at Smardale on 29th April 2006.
Photos: John Hooson

