

SETTLE - CARLISLE RAILWAY
JOURNAL

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How Winters Were on the S&C!
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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NEXT MAGAZINE: Copy date for the May 2017 magazine will be Saturday 15th April.

Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: paul.kampen@settle-carlisle.com . 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 + VAT. Half page = £45. + VAT
Quarter Page = £30 + VAT.

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 Picture: A Northern Rail Unit at Kirkby Stephen on January 5th, 2010. At the time of writing the winter has been mild and thus a disappointment for those of us who enjoy scenes like these. However, it has been a boon to those working on the repairs at Eden Bows; and the Settle-Carlisle will be fully open again on March 31st unless something unexpected occurs. Photo: Andrew Griffiths/Imagerail

The Chairman's Report

FoSCL Chairman **Douglas Hodgins** writes:

A NEW YEAR---A RETURN TO CARLISLE!

Well it's 2017 and we have much to look forward to in the coming year. The 31st of March promises to be a historic day, the line will be open through to Carlisle after all these months of closure at Eden Brows following the landslip. It may well be that services begin running to Carlisle before this date, the works, aided by a reasonable winter, have gone well and the line may be handed back to the TOC (Train Operating Co.) before this date. At the time of writing the 31st March promises to be a day to remember, our friends on the Keighley and Worth Valley Railway have organised a special train from the KWVR to Carlisle hauled by *Flying Scotsman*.

With the reopening of the line will our immediate worries be over? Not a bit of it. We, like the Development Company, have the job of making sure the fact that the whole of the S & C is open for business is known to one and all and we must assist Northern in every way possible. Attracting previous customers back to a reopened railway can be difficult, passengers have found alternative ways to travel, we have really to be on the ball with this task.

Northern themselves have obviously a huge part to play; we are hoping that their marketing of the line will be extensive and far reaching but the signs on this are good. By the time you read this magazine Northern will have run a series of steam hauled trains between Appleby and Skipton with a view to highlighting the fact that the S & C is fully reopening a few weeks later.

Moving away from the re-opening for now, work has just commenced on the construction of the new passenger shelter at Settle. There were several unavoidable delays but at last all parties were in agreement that work could start. The shelter should be finished by mid March, weather permitting of course.

Meanwhile a planning application has been lodged for permission to build two shelters at Appleby; in the short term our aim is to build one, on the northbound platform, to the right of the entrance to the station. These shelters will offer passengers cover when the station buildings are closed to the public. Why apply to build two? The second shelter is planned for the southbound platform and we feel it best to obtain permission even if building is several years down the line.

Meanwhile the planned refurbishment of the shelter on the down platform at Ribbleshead has, for a number of reasons, been put back to July. If you remember, this project is to replace the whole of the front of the building and the various sections are almost complete. The delay has been caused by the non-availability of key personnel until May/June, hence the new installation date of July.

FoSCL were very interested in purchasing a property in the centre of Settle to use as a shop, an office and it also had an excellent meeting room. After much agonising we decided against proceeding but it does leave us with the problem of not having a 'home of our own'. May I stress, at this time, there is no station with vacant rooms which would serve our purpose.

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

The general condition of many of the stations on the S & C is giving us real cause for concern. For many years the stations were our pride and joy, well kept, much admired by many, passengers and visitors alike. However over the past few years many of the buildings have deteriorated badly, rotting bargeboards, poor paintwork etc. We are trying to take steps to remedy the situation and hope to have a refurbishment plan in place before long, this will of course require the agreement and co-operation of Northern and Network Rail.

So, a rather mixed picture at the time of writing but , with a lot of hard work, much to look forward to in the year ahead.

Before closing may I return to Northern, in our last magazine I was critical of the fact that obtaining answers to questions was not easy due, in the main, to managerial positions within the company not being filled. I am pleased to report that following several appointments our dealings with our TOC have improved greatly in recent weeks; hopefully this will continue.

Oh, before I forget, Leeds, Settle Carlisle ? This proposal prompted a large response from readers, the overwhelming opinion being in favour of the change of name. Will it happen? More anon.

Best wishes to you all and I look forward to meeting many of you on the trains to/from Carlisle after the 31st March.

Douglas Hodgins

Editorial

FoSCL has said goodbye to two hardworking committee members in recent months: Stephen Way stepped down from the key role of Treasurer (effectively second in command of FoSCL) and John Johnson, our 'Man in Carlisle', has found that membership of the committee conflicted too much with the day-to-day business of earning a living. John will, though, continue to welcome visitors to the Armathwaite signalbox. We thank them both for all of their work and are pleased that they will continue to be involved with FoSCL and the S&C.

At its November 2016 meeting, the committee appointed John Ingham to be Acting Treasurer until the 2017 AGM. John is no stranger to the line and is currently building a model of Cumwhinton station. We all look forward to working with him in the months and years to come.

This magazine will be dropping through your letterboxes in the week that a 'plandamp' service will operate between Appleby and Skipton - the purpose being to focus public attention on the S&C in the run-up to Eden Brows re-opening. But it highlights a weakness in our communications that must be tackled in the years to come. Hopefully, many of you will have got information via the various websites but the planning of this venture did not fit in at all well with the production schedule of a paper magazine published four times per year. Electronic communication, and in particular social media, is the answer. I recently played in a concert where the promoters did no paper advertising - no posters, no flyers and no newspaper inserts - just use of Facebook etc. The result? - the biggest audience ever for that orchestra in that venue. Our Immediate Past Chairman Richard Morris is now our IT specialist and is working on updating our procedures. Watch this space!

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

Settle to Carlisle Railway Eden Brows Re-opening Events

The undernoted are a list of events which are planned for 2017. At the time of going to press many of these events have still to be confirmed but it was thought best to inform members of what is planned so far, the list may well be added to in the weeks ahead.

To check if a particular event is confirmed kindly go to :

www.settle-carlisle.co.uk

OR

www.foscl.org.uk

EVENTS

FEBRUARY: 14/15/16—Steam hauled trips between Appleby and Skipton

Feb to 2nd April - Facebook competition (@setcarrailway) to win FOUR FIRST CLASS TICKETS for a 'Fellsman' steam hauled excursion over the Settle-Carlisle line.

MARCH - Film shows at Settle & Appleby.

30th – Armathwaite Parish Hall: Eden Brows exhibition and drop in session 4pm-7pm.

Network Rail, Story Contracting.

31st THE OFFICIAL RE-OPENING OF THE LINE—Northern Services resume Carlisle to Leeds.

Official re-opening train from KWVR to Carlisle and return hauled by *Flying Scotsman*.

There will be several 'happenings' on this day: Church Bells being rung at Settle, Appleby and Lazonby as the train passes. The train will be met at Carlisle Station by a piper.

Armathwaite Station - grand re-opening event. Music, Buffet etc. Signal Box Open-not to be missed.

APRIL to JUNE - Primary School Art Competition.—Local schools.

25th April -1st May. Ride2stride walking festival.

27th APRIL Jericho Shanty Town Experience at Ribbleshead Station. Full details:

<http://sandctrust.org.uk/Jericho>

APRIL to OCT. - Steam Specials. Go to : www.uksteaminfo.co.uk

1st and 29th JUNE - Jericho Shanty Town Experience at Ribbleshead Station.

Full details <http://sandctrust.org.uk/Jericho>

MAY & JUNE - RIBBLEHEAD VISITOR CENTRE - Dates to be confirmed- Conducted cycle rides from RVC to Hawes.

Also 2 days cycle hire available at RVC with suggested routes around local area.

See: <http://sandctrust.org.uk/Jericho>

The naming of a class 158 Unit after the late Bill Mitchell.

JUNE date to be confirmed - Settle Station family day.

Signal Box visits, Water Tower, Model Railway, walks, painting, Photography exhibition, teas etc.

JULY

27th - Jericho Shanty Town Experience- for details see June.

AUGUST

24th - Jericho Shanty Town Experience - for details see June.

November or December - A Christmas special train to York for both adults and children.

DECEMBER

2nd - Annual Christmas lunch at the Falcon Manor - Settle

9th - Annual Christmas Open Day at Settle station. Music, nibbles, glasses of Xmas cheer.

FoSCL Notes



The Friends of the Settle-Carlisle Line Annual General Meeting - 2017 Victoria Hall, Kirkgate, Settle Saturday April 29th

Registration will be from 11.00 hrs and formal business will commence at 12.00 hrs. Tea and coffee will be available (donation requested).

Please find enclosed with this issue of the Settle-Carlisle Railway Journal an agenda paper which includes a copy of the minutes from the 2016 AGM. Please remember to bring this paper with you - you may need it in order to vote and we may not be able to supply a replacement.

At the close of formal business there will be an opportunity for members to ask questions - either from the floor or in advance by email to:

paul.kampen@settle-carlisle.com

At 14.30hrs, after a break for lunch, there will be a presentations on the work of the Settle-Carlisle Line Association by Bryan Gray, and on the Settle-Carlisle Railway Property Company by Nick Pearce.

Members will have the opportunity to ask questions from the floor.

On the day of the AGM, the Settle-Carlisle Archive at the Folly, Settle, will be open to visitors from 10.00 am until 4.00 pm. To find the archive, please go up the hill to the left of the Folly and go through the wooden gate to your right.

Paul A. Kampen - Secretary - 12/02/17

Membership and FoSCL Dales Railcard Update



If you have a query about your membership or FoSCL Dales Railcards, please contact:

By Post: SCRDC (FoSCL Membership)
Railway Station
Clifford Street
APPLEBY
CA16 6TT

By email: membership@settle-carlisle.com

Telephone: 017683 53200 (answerphone)

You can pay for your membership online at www.foscl.org.uk/membership, by cheque to the above address or by standing order. Standing order forms are available on request or they can be downloaded from the above web page. You can also pay by BACS crediting the following account: Friends of Settle-Carlisle Line, Sort Code 207842, Account No 90370894. Please quote the membership no as the reference. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri.



FoSCL Dales Railcards should be purchased through the member login at www.foscl.org.uk. Please show the forename to be printed on the railcard as well as your surname. We can accept payment by card if you telephone us between 11am and 2pm Mon-Fri. Alternatively, you can pay by cheque by writing to the membership office providing your name and membership number. The current cost is £17 per person. Railcards will now be issued through the booking office at Appleby. Please allow 7-10 days for delivery.

Keep up-to-date with events and offers by registering at www.settle-carlisle.co.uk

Membership Matters

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

Mr Fox.

Mrs H. Learmonth - Guiseley.

Mr Nigel Leary - Pontefract.

Mr E. B. Thornton.

Could members please note that membership cards are sent out on the coloured address card with magazines and not separately.

2016 Christmas Lunch

The annual FoSCL Christmas lunch took place again at the Falcon Manor Hotel in Settle on its usual date, the first Saturday in December. Members will remember that in December 2015 the country was being battered by Storm Desmond, which made for traumatic journeys to, and particularly from, last year's lunch. Tales of the trials and tribulations suffered by those hardy souls who survived last year and came again this year were duly exchanged over the food and drink.

This year, we were rewarded with benign weather and travelling conditions (apart from the little matter of Eden Brows). The hotel must also have been relieved this year not to have to contend with a power cut, which Desmond inflicted on last year's preparations, and served us a three course lunch featuring choices of four starters, main courses and desserts including of course the traditional turkey and all the trimmings. All the food was of high quality, the only concern being that perhaps there was not enough of it!

Douglas Hodgins gave a short speech summarizing the main features of what has been an eventful 2016, including the Eden Brows landslip, the new franchise, himself as returning chairman and new freight traffic on the line – the coal trains have gone, but there are more stone trains following the construction of a new link to the line from the Arcow quarry at Helwith Bridge, near Horton-in-Ribblesdale.

The number of members and their guests

attending this year was down on last year – 55 this year compared with 75 booked last year. The fall in numbers may have been caused by fear of a repeat of last year's dreadful weather, or to the severance of the line caused by the large landslip north of Appleby. By next year the line will be complete again, so let's hope for an upturn in the numbers.

Thanks are due to Douglas for his Chairman's speech; to Pat Rand for stepping into the breach and taking care of bookings while I was on holiday, and for organizing the raffle prizes; to John and Jill Tiernan for selling the raffle tickets; and to the staff and management of the hotel for once again making us so welcome and providing such a warm and attractive venue.

The 2017 Christmas lunch will be held on Saturday 2 December 2017, again at the Falcon Manor Hotel. More details will, as usual, be published in the August 2017 FoSCL magazine. I will not be able to organise the lunch this year so if anybody would like to volunteer for this task please contact FoSCL Secretary Paul Kampen – paul.kampen@settle-carlisle.com

Phil Moorhouse

Settle Station Open Day - Saturday, 10th December, 2016

Unlike last year, we were favoured with a bright, if cold, day for our Annual event.

The day began with singing from Settle Voices, which got us off to a very festive start. Mince pies and sherry were on offer from the opening of proceedings and both were enthusiastically enjoyed by the Walkers' groups, before they set off for their Christmas walk, prior to their Annual Lunch at the Hart's Head at Giggleswick.

Many local visitors arrived as usual and travellers on the day, some of whom were very pleasantly surprised to find the goodies on offer, all enjoyed participating in the event. Later in the morning the Opera North Horn Club members arrived and entertained us with their excellent and, of course, professional music, which was enhanced by being relayed to the platforms, as had been the earlier singing.

Donations on the day were, as always, generous and the shop, manned by the indefatigable Michael Davies, took a gratifyingly large amount.

We must add thanks to Brenda Moss for doing all the shop and foyer Christmas decorations and to Paul Brown for his constant help and support, together with all the Station staff. Most of all, thank you to the mince pie makers. Roll on next Christmas!

Pat Rand - Trading Manager

Stephen Way

Stephen Way, Treasurer of FoSCL, has recently stood down from the Committee and from the Treasurer's post. Stephen had been Treasurer from 2008 until recently when John Ingham stepped in to the position. Stephen was however, much more heavily involved than simply being Treasurer.

A keen walker, he and his wife Susan have led many Guided Walks over the years and will continue to do so in the years ahead. The Ways became involved in Guided Walks as far back as 1999 and this interest has now resulted in the two of them being heavily involved in the enormously successful Ride2Stride Walking Festival, of which Stephen is Chairman, held each year based on the Settle to Carlisle Railway. A number of years ago Stephen was one of several who helped save the Dent bus which runs to this day.

During his time as Treasurer he was ably assisted by Nicola Higham, until recently our book keeper.

Treasurer, walker, no, there is much more!

Stephen took on the position of Chairman of Midland Railway. Co., formed to look after the running of Unit 8A, our workshop at Settle. He will be leaving this post in April, following the end of the company's financial year.

Stephen also sat on our Shops and Sales sub-committee and Susan and he were regulars on the stocktaking weekend.

Well, having given up the majority of the above what on earth are Stephen and Susan going to do with their time? Quite

simple really, holidays.

They have developed an increasing interest in holidays abroad, often linked to walking, from what I hear the number of holidays in the year will escalate quickly from the present level.

Stephen may have left the Committee but Susan and he will not be strangers, of that I am sure.

They will always be very welcome visitors to the S & C.

Douglas Hodgins

John Johnson

At the January meeting of the FoSCL Committee John Johnson, one of our long serving Committee Members, announced that he was standing down with immediate effect. The reason—work commitments were making it increasingly difficult for John to attend meetings, if the truth be known John is the only Committee member still working full time; the rest of us are retired.

John joined the Friends way back in 1985 and joined the Committee, as the Carlisle representative, in 2004.

Prior to taking up his Committee post John was active in and around Carlisle, indeed, he could often be seen on his bike delivering line guides to Guest Houses in the city. This was a task he carried out from 1990 until 2015.

In 2002 he volunteered to help look after Armathwaite Signal Box and he has continued with this job until the present day, assisted by his wife Tracey. Rather than be content with simply maintaining the box, John has advertised the fact that it is open to visitors on a Sunday far and wide, resulting in a substantial increase in numbers being shown round and, not content with that, over the past few years a series of walks round Armathwaite have been organised and led by the Johnsons.

For the past four years John & Tracey have made a number of school visits, trying to educate and interest the younger pupils in the Settle to Carlisle railway. When making these visits they dress up in Victorian Costume and in recent times

the have been accompanied by a Network Rail official, to underline what a dangerous place the railway can be.

For a period of ten years John organised the Langwathby Christmas Lunch, only stopping when the Brief Encounter Restaurant closed.

John's other claim to fame is that he joined the Committee on the same day as Mark Rand. I will make no comment on that.

John, from all your friends on the Committee a sincere thank you for your input over the years, you will be missed round the table.

However, I am delighted to be able to report that John and Tracey will continue to look after Armathwaite Signal Box for FoSCL. We are indebted to you both.

Douglas Hodgins

Magazine Team

We owe our team of volunteer magazine packers a big vote of thanks for their work during 2016.

Up to 30 members turn up at the church hall in Baildon, West Yorks, on a quarterly basis, to pack your magazine and inserts into the envelopes.

They also carry out two sortations normally undertaken by the Royal Mail, and this earns us a significant discount on the postage costs. The full mailing cost would be £1.20 per envelope, whereas we get it down to just 49p per envelope. Because we send out more than 3000 each time, our annual saving is over £8000, a brilliant achievement!

We must especially thank Brenda Moss, Gail Lamb and Joan Butler, who engage in a Bake Off to provide us with buns and cake at refreshment time.

Pete Shaw

Armathwaite Signalbox

Come and visit Armathwaite signal box and join us on a 7 mile circular walk around the lovely countryside of the Armathwaite area with time for a pint before you journey home.

Dates are
 March 18th 08.49 from Leeds.
 May 20th 11.51 from Carlisle.
 July 22nd 08.49 from Leeds.
 September 23rd 11.51 from Carlisle.
 Check timetable and walks leaflet for details.

John and Tracey Johnson



John Johnson in Armathwaite signalbox with Tommy to his right.

Photo: Tracey Johnson

Sales Department

Station Shop Opening Times:

Core opening times are 10.00am to 3.15 pm Monday to Saturday and many Sundays (Settle) and Fridays and Saturdays according to the availability of volunteers (Appleby). For a comprehensive list of what can be purchased from FoSCL please see our webshop at: www.foscl.org.uk/shop

This is the quickest way of obtaining items from our catalogue - orders are normally processed within five working days of receipt by our Trading Manager.

Paul A. Kampen

FoSCL Centenarian

FoSCL sends its warmest best wishes and congratulations to member Mr Farquharson Cousins of Hampshire who celebrates his 100th birthday in April.

Settle and Appleby Waiting Shelters Update

The photographs were taken on Monday 9th January when work began on the passenger waiting shelter at Settle station. We had hoped to start in early November but there were some practical difficulties which meant that work could not start.



For work to begin we needed to clear the wooden shed of various bits and pieces which group leaders and others use to make their contribution to FoSCL activities. Mark Rand gathered together a team,

including Pat Rand, Susan and Stephen Way, Paul Kampen and Chairman Douglas Hodgins, to transfer the contents to Unit 8A across the car park. This was completed in a day. Special thanks to Mark Rand, the organiser, he has been an invaluable local point of contact.

The first task for Hopley's, the contractor,

was to scan below the surface of the proposed site of the shelter for railway cabling. We did not wish to, or would we be allowed to, damage signalling and risk cancellation of rail services. The scan did not show any cabling so Hopley's were able to dig out the roots of bushes. We then engaged Settle Coal to lift the wooden shed to its new location. This operation went smoothly and digging of foundations began.

During the last 2 weeks in January the walls will be constructed followed by the roof in the first week of February. If all this goes to plan the shelter will be completed by the end of February ready for use

before the re-opening of the line at the back end of March.

**Paul Levett -
FoSCL Joint Vice
Chairman**



Photos: Mark Rand

New Opportunities for the S&C After Eden Brows

The Settle-Carlisle line suffered a major landslide at Eden Brows, just south of Carlisle, during last winter's Cumbria floods. The swollen river Eden scoured its bank way below the railway line where its tracks follow the western side of the Eden Gorge. A normally spectacular part of the journey had fallen victim to mother nature, closing the line at that point. A visible twist in the up line coincided with a distinct and increasing lean in the line side fence. A 5mph speed restriction on the up line was introduced, soon followed by that line's total closure.

Meanwhile the down (northbound) line was kept open as a bi-directional single line, also with a 5mph limit. This introduced delays to through traffic, both freight and passenger. Measuring instruments were set up at Eden Brows which revealed that the ground was still on the move. It appeared that the entire banking between the railway and the river was moving - at least half a million tonnes of it. The unthinkable prospect of closure of both lines had to be faced. Might that closure have to be permanent? If this so-far unspectacular landslide was to be halted it would be the biggest such operation that Network Rail had ever had to tackle. Revised estimates indicated that 600,000 tonnes of dangerously moving hillside would have to be dealt with - and quickly. Very soon the down line too was closed in effect closing the line to through traffic.

For the railway world the timing could hardly have been worse. The newly rebuilt Flying Scotsman locomotive was due to come south from Carlisle as part of its long awaited return to the main line. The brave decision to allow it, and its trainload of passengers to run past Eden Brows was not made until the very day of the event. It tiptoed past at 5mph and everybody breathed a sigh of relief. The line then closed - perhaps for ever, Flying Scotsman having the doubtful privilege of being the last steam train along its entire length.

Sections of the media seized on the gift of a 'historic-line-closed' headline. The fact was that all but the most northerly

eight miles of the S&C was still open for business. A near normal daily Northern service was maintained between Leeds and Appleby but the damage had been done. There was a widespread belief that the line was closed entirely, possibly permanently. People do tend to relish, even embellish, bad news. Eden Brows was media-moved to Appleby and it became the Appleby Landslip for a while.

Passenger numbers fell alarmingly despite the best efforts of Northern. They were operating in the aftermath of their change of franchise despite which they tried their very best to recapture lost business. There were astonishingly low fare offers and the service was extended northwards all the way to Armathwaite, just south of Eden Brows. A couple of enterprising specials got to Appleby in early 2016 but that was that. Recent media coverage has used the word beleaguered for the line.

Network Rail moved quickly to reassure the public that the landslip at Eden Brows would be dealt with. Not only that, the opportunity would be taken to bring forward all other scheduled work on the line. Some of that work was big indeed. The entire line - not just Eden Brows - was having a great deal of attention. The message was clear - the S&C was a very valuable national resource and it could not be allowed to close.

The work on the track itself is nearing its completion but it may take all of 2017 to attend to the whole landslip below and around the line itself. Details of the work have appeared in this Journal as things have progressed. As things stand at the time of writing all of the 230 or so piles have been sunk into the bedrock and work is about to start on the giant concrete slab which will support the lines. Official re-opening is confidently scheduled for 31st March.

What then of the re-opening and telling the World about it? FoSCL has been engaged in a great deal of planning for this with Northern, Network Rail and other industry bodies. This has involved a degree of consultation and meetings behind-the-scenes. There was good reason for this if confidences were to be

maintained. I speak from experience in saying that the S&C (a communications link after all) is a highly active rumour machine. When the rumours are right it can save a lot of problems. When they are wrong it can cause them. Not only that, the definite re-opening date has been the big uncertainty until quite recently.

hauled S&C trains could run. Three trains, run by the KWVR would have been a financial Godsend for the KWVR. Just one train could cut that fare revenue by two thirds. The seat price of £220 has been the subject of raised eyebrows (and worse) but the indications are that the train will be a sell-out.



Flying Scotsman working 'wrong line' past Low House signalbox on February 6th 2016 - just before Network Rail closed the route north of Appleby.
Photo: Peter Ainsworth

We had drawn up a fairly long list of ideas about how we might publicise the line's re-opening. Number one on that list was a high profile re-opening train, preferably steam hauled and ideally by *Flying Scotsman*. For a while that seemed to be very unlikely indeed. Then towards the end of 2016 news came through that *Flying Scotsman* would be deployed on the Keighley and Worth Valley Railway (KWVR) from 31st March until the 9th April. Without delay, our friends at the KWVR got in touch with us, proposing that Scotsman might haul special trains over the S&C for three days, starting 31st March, raising the realistic prospect that our re-opening train, the very top of our wish-list, might happen. In the event just one, not three, Scotsman

Then there are the three days of steam hauled trains running Northern scheduled services on the line on 14, 15 and 16 February - rather annoyingly just as this Journal lands on your doormat. They are, we believe, the first scheduled steam hauled trains in this country for fifty years. They can run only as far as Appleby as Eden Brows will still be closed on those dates. This initiative, based on the German *Plandampf* (planned steam) model came from Nigel Harris, editor of RAIL magazine and a great supporter of the S&C. Well before the Eden Brows calamity, Nigel had been in touch with us about his idea - and also with Northern MD Alex Hynes. He was keen to see if *Plandampf* might work in the UK and the best prospects for a successful trial were here on the S&C - an internationally known scenic line with massive and reliable local support and with a go-ahead and innovative TOC in Northern.

Two things frustrated the idea at that stage, the change of the Northern franchise and Eden Brows. One thing was high on RAIL's agenda though - secrecy. Look at any news stand to appreciate the competitive market that is the railway media. A leak, even a rumour would be annoying for Rail to put it mildly. As the Northern franchise upheaval settled down, as Eden Brows proved to be a prolonged problem and as the serious resultant drop in passenger numbers came about, Plandampf came back into focus.

I represented FoSCL at what turned out to be an astonishing kick-off meeting at NR headquarters in York. There were just eight people in the room to hear Nigel Harris float his idea. They were very obviously hand picked can-do people from Network Rail and Northern - plus Graeme Bunker operations manager of the AI locomotive Society - *Tornado* no less! My old trade or calling, the Police service, had involved numerous such meetings, often on issues of the moment which required urgent and fairly obvious action. Rarely did they involve never-been-done before ideas and if they did you could be pretty sure the 'can't-do' voices would be loudest. Not so with this. There was instant and unanimous support. Even the 'I Love the S&C' slogan (coined by Northern MD Alex Hynes) was seized upon.

Northern had no experience of running steam trains. *Tornado's* Graeme Bunker had that. He was the obvious person to be the key player and to 'make it happen', buoyed up with the knowledge that there was top level total support. Two problems were obvious - could the operation work financially and could secrecy be maintained?

Well, the sums added up - even at day to day fares. Above all, the wider railway industry came on board with crewing, stabling, stock, catering and 101 other things - with the dear old S&C uppermost in people's minds. By the time you read this we shall know if *Plandampf* has worked or not. I do hope so, for the S&C's sake. 2017 promises to be a year of outstanding opportunities for the line.

Mark Rand

Fares Update

Thank you to those members who contacted me after the article in the last issue. Most single and return fares on the S&C increased by around 2% in January but the Off Peak Day Return (OPDR) restriction on the weekday 08.49 train from Leeds has now been relaxed from Keighley northwards. This means that journeys from Bradford, Shipley and Bingley using this train are cheaper by splitting tickets at Keighley ie buy an Anytime Day Return (ADR) to Keighley then an OPDR from Keighley to your destination. Obviously whilst the £15 Day Ranger is available this will be the cheaper option for longer journeys but it is sadly expected that this offer will be withdrawn soon after the full line re-opens.

Remember that the Dales Railcard is only valid for journeys to Gargrave or beyond so there are numerous factors to consider when splitting tickets but a sample saving is £1.10 on a Shipley to Settle return for a non Railcard holder on the 08.49 weekdays ex Leeds. Check at www.nationalrail.co.uk but remember that your trains both ways must stop at the station where you split tickets but you do not have to alight and reboard contrary to a popular myth. OPDR restrictions do not apply at weekends.

For passengers travelling from the Carlisle end OPDR's are only valid from Langwathby southwards on the Rail Replacement Bus for the 08.55 train despite the inconvenience at present of the RRB.

OPDR restrictions have been relaxed from Skipton onwards on the 08.18 Leeds to Morecambe train (08.55 ex Skipton).

If you agree that all this sounds too complicated please make your opinions known to Northern and press for the retention of a flat rate Day Ranger ticket valid on all trains between Leeds and Kirkby Stephen. This could have summer and winter prices with the latter replacing the multitude of winter offers which tend to lead to overcrowding at certain times.

As ever you are welcome to contact me on john.disney@ntu.ac.uk or 0115 9322356 (evenings) with comments and observations.

John Disney

Settle-Carlisle Railway Development Company Celebrates Anniversary

Formed following the reprieve of the line from closure, the Settle-Carlisle Railway Development Company celebrated its 25th anniversary in January.

It has been instrumental in many improvements for passengers along the length of the line. These include waiting shelters at Lazonby, Langwathby, Kirkby Stephen and Dent, heritage-style lighting on platforms, better toilet facilities and train information screens at Settle and Appleby.

In the late 1990s in response to the booking offices at Appleby and Settle not being open on a number of days each week, the company negotiated a groundbreaking contract to provide staff to work at the stations to sell tickets and help passengers.

Since 2004, the Company has operated the refreshment trolley service on trains between Settle and Carlisle offering a range of locally made produce.

Promotion of the railway and region has been, and continues to be, a priority encouraging people to use the railway and to support local businesses. Local residents and members of FoSCL benefit from the Dales Railcard scheme and the group travel team at Appleby actively encourage groups to travel on the line. The settle-carlisle.co.uk website has been developed into a comprehensive resource for information about the railway, the region showcasing places to explore, eat, drink and stay.

The Company employs nineteen staff bringing job opportunities to the rural economies of Appleby and Settle and helps to support many more employment opportunities by using local suppliers wherever possible.

Local hotels, shops, restaurants and attractions are showcased in the new "Explore" voucher scheme, from which

anyone can benefit from discounts or other offers.

Over the years, the company has worked in close association with FoSCL and as many of you will know, the team at Appleby now undertake administration of FoSCL's membership system.

2017 is an important year for the Company and for the line. As you will have read elsewhere in the Journal, passenger numbers on the Settle-Carlisle route have plummeted since the closure of the northernmost section for repairs at Eden Brows. Working jointly with FoSCL and Northern, we will be striving to encourage passengers to use the route after the re-opening in March.

Other projects are in the pipeline and we hope that the next 25 years are as varied and successful as the first 25 years.

Anne Ridley, Operations Manager Settle Carlisle Railway Development Co



This photo was found for us by FoSCL member Andy Feather in a magazine dated May 1957. It is captioned: Because his parishioners in Ribbleshead, near Hawes, are too far away to go to church, the Vicar of Ingleton and Chapel-is-Dale, drives over once a month to conduct a service in their isolated little railway station. The dozen or so worshipers in the booking hall are undisturbed, except by the occasional non-stop train, for the station is closed for business on Sundays. The churchwarden of the station lights the oil lamp which hangs from the ceiling, arranges cushions on benches brought from the platform and opens the harmonium in readiness for the organist. The vicar uses the ticket barrier as his pulpit.

Ribblehead Visitor Centre: Gateway to the Dales

The position of Ribbleshead station, next to the eponymous viaduct and the nearby peaks of Ingleborough and Wharfedale, makes the station a key visitor hub. As such it offers a unique opportunity to tell visitors about the area, its attractions, places to visit and the story of the local landscape.

The Settle and Carlisle Railway Trust has a long lease and, for some years has run the station as a Visitor Centre. The Centre tells the story of the railway, is a starting point for guided walks, and provides welcome refreshments in the tearoom. Thanks to the enthusiastic support of FoSCL volunteers the Centre is open daily from Easter until the end of October. However, the ravages of time and the weather mean that the Visitor Centre is now ready for refurbishment. Thanks to an innovative project called 'Stories in Stone' this is about to happen.

'Stories in Stone', led by the Yorkshire Dales Millennium Trust, has attracted Heritage Lottery Funding of £2 million towards a total cost of £2.6 million spread over 27 projects. One of these projects is the Ribbleshead Visitor Centre. Our project totals £44,900 of which £32,000 is a grant from the Heritage Lottery with match funding of £12,900 provided by FoSCL.

The grant will enable us to carry out internal decoration and repairs, develop new interpretation displays and develop an innovative way of exploring the area using interactive aerial photography. We also plan to update the tearoom and improve signage. We have learned much from the volunteers who work at the Visitor Centre about what visitors are interested in, and the questions they ask. Neil Simpson and Mike Cooke have provided an excellent

report, which will help us to create the revised displays. (We will look at how best to re-use the existing display panels elsewhere.) We will not lose the material on the existing panels because this will be incorporated into 'Explore from Above'.



Ribbleshead Station is one of the Midland Railway's small stations on the line. There are three main rooms. The Waiting Room will tell the story of Ribbleshead: why the station exists in such a remote place, the building of the station and viaduct, and the men who built them. We plan to reinstate the window to the booking office and the privacy barrier (once used as a 'pulpit' when services were held at the station). The Waiting Room will also house custom-made furniture made by FoSCL's Ged Pinder to house the computer screens to provide access to what we are calling 'Explore from Above' (our working title – more below).

The Booking Office will be re-created with an original Edmondson dating press and ticket racks. (It is an interesting fact that Thomas Edmondson was born in Lancaster and established his business in Carlisle.) We hope to provide resources for school parties to operate the ticket office.

'Explore from Above' is based on aerial

photography of the line and surrounding area. Using a touch screen it allows the user to fly over the line and land on structures such as signal boxes, station buildings and viaducts. Each structure can then be explored to reveal layers of information. The casual visitor may only have a passing interest, but others will be interested in the people who lived and worked on the line, and their stories told in words and pictures.

‘Explore from Above’ is being developed by Atlantic Geomatics, based in Penrith. A pilot project was carried out with funding from FoSCL. This was then tested with different groups including local historians and archeologists. Aerial photography has been provided under license by Network Rail, and by Atlantic Geomatics using drones. This will also enable us to produce high quality 3D images of key structures including Ribblehead viaduct. In addition to the computer screens at Ribblehead, it will be possible to access ‘Explore from Above’ on-line from any computer. We are working with the Settle & Carlisle Railway Conservation Area project led by Mark Harvey and hope to make this amazing work more readily available.

Over the years much has been written about the Settle Carlisle line. We have a wealth of information available including our own archives at The Folly in Settle. We are gradually putting material on-line including the ‘Resource Directory’ produced by Nigel Mussett. This is the most comprehensive record imaginable of information about the line. It has to be said that it is difficult to find the basis for some of the stories told about the line. We are keen to find original material and make this available. ‘Explore from Above’ will allow us to do this as, unlike a panel on a wall, we have almost unlimited on-line capacity to build a resource fit for the 21st Century.

As well as our own project, we are working with other groups that are benefitting from grant funding. These

include Gateway signs to help visitors, heritage walk leaflets, and digitization of local history archives.

The initial ideas for this project go back to 2014 and we are indebted to Geoff Bounds of the S&C Trust who prepared the initial concept and managed the grant application. Notified of our success in December 2015, we have further developed the proposals and received our final grant offer in December 2016, and our first project meeting was held at Ribblehead in January this year. We hope to complete the project by the middle of the year. Much of the work is being undertaken by volunteers including painting and decorating, joinery, researching and writing interpretation panels, providing material to support ‘Explore from Above’, and many other jobs.

Bryan Gray - 14th January 2017



The interior of RVC. We plan to reinstate the booking office window to its original form and to instal an Edmondson date stamp machine and ticket rack.

In memory of Graham Taylor OBE who sadly passed away in Jan 2017 and who wrote the following forward to the book in 2016.



To escape, to get away from it all, to spend a few days living at a pace that you dictate, surely there are moments in all of our lives that we need this kind of tranquillity. I know I do. But even more importantly I know where to go to get it.

Dent Station is the name, and you will read in this book where it is and how and why it is still in existence. It is a wonderful story, but just as importantly it is a wonderful place to visit and if you are dog owners you will not find a better place to have that early morning walk to fully appreciate the beauty and silence of the area.

Yes of course there are trains either speeding through the station or stopping to either pick you up or drop you off, but for me that makes it even more of a magical place. Five minutes drive away is the lovely town of Dent if you feel the need to stock up on food and drink.

If you love the Dales – as I do – you must visit Dent Station. Perhaps one day we might bump into one another!

Graham Taylor - former England Football Manager

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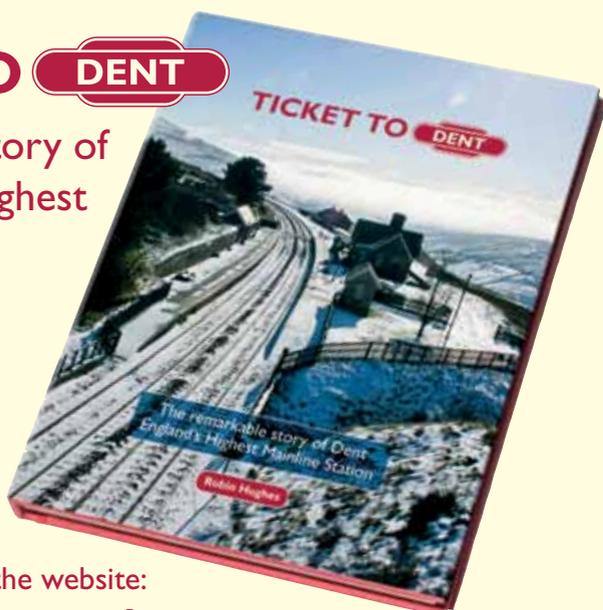
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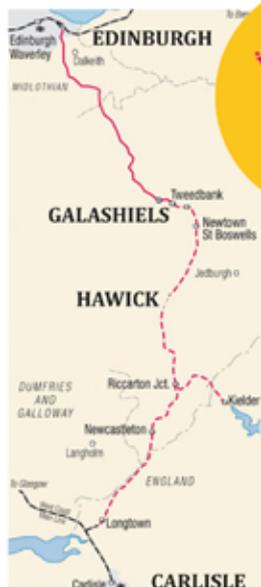


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Founded in 1999, the Campaign for Borders Rail (CBR) has been one of the most successful grassroots rail campaigns in Great Britain, a story of concerned citizens from all walks of life getting together to right the 1969 injustice of complete closure of the 98-mile Waverley Route through the Borders.

With our initial goal secured - services on the rebuilt 35-mile 'Borders Railway' from Edinburgh to Galashiels and Tweedbank began on 6th September 2015 - CBR is now focussed on onwards extension to Hawick and Carlisle.

With YOUR support we can achieve our aim, renewing the Waverley Route's historic connection with the Settle and Carlisle Line, to the benefit of both.

Membership is from only £5 a year to £50 for life; just ring our secretary on **017683 62022** or email dgma@talktalk.net for details of how to join online, or send a cheque to 'CBR' at The Station, Long Marton, APPLEBY, Cumbria CA16 6BJ.



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Upper: Copyright Walter Baxter, geograph.org.uk
Lower: Copyright Robert Brysdale, CBR.



Features of the ancient trackways in Craven described in Pete Shaw's article on pages 30 & 31.

Above: The slate slab spanning How Beck on the Stainforth to Helwith Bridge path.

Below: The packhorse bridge over the River Ribble connecting Stainforth and Knight Stainforth.





Above: The peat cartway heading from Crummack to Sulber.

Below: Hairy stonecrop (Sedum villosum) on the flanks of Ingleborough.

Photos: Pete Shaw





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



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Go Further By Bus

With the imminent reopening of the line don't forget that there are some great journey opportunities if you hop on a connecting bus – the Leeds – Settle – Carlisle line is a lifeline for local communities and the spine of the public transport network. Buses continue daily from Garsdale Station to Hawes with opportunities to connect into services down Wensleydale including the Wensleydale Flyer Sunday service through to Northallerton now sponsored by Acorn Stairlifts following a successful local crowdfunding scheme.

Western Dales Bus offers Saturday buses from Dent Station to Dent, Sedbergh and Kendal and Friday buses from Kirkby Stephen Station to Kirkby Stephen Town Centre and Sedbergh. However the campaign to save the 563 Kirkby Stephen – Brough – Appleby – Penrith bus failed and there is now no bus link between the S&C at Appleby and WCML at Penrith.

Monday to Saturday buses link Settle and Giggleswick Stations with Stainforth, Tosside, Austwick, Clapham Village, Ingleton and Kirkby Lonsdale. The Saturday bus from Skipton Station to Malham opens up walking opportunities between Settle and Malham.

FoSCL are pleased to be supporting the Northern Dalesman bus again this summer linking Ribbleshead Station on Sundays and Bank Holiday Mondays with Hawes, Muker, Gunnerside, Reeth and Richmond. Further details will be in the May magazine or check out all the latest DalesBus news at www.dalesbus.org

Feedback on DalesBus services is always welcomed and is used to influence future service developments wherever feasible subject to operator and funding body requirements so please feel free to contact me at john.disney@ntu.ac.uk or ring 0115 9322356 (evenings).

John Disney

The Loss of a Vital Transport Link in Upper Eden

The Settle-Carlisle line represents a vital transport link to the area through

which it passes; however there are many secondary routes provided by the local bus services such as still remain in these times of economic cut-backs. Whilst the 563 bus service serving Kirkby Stephen, Appleby and Penrith did not provide a direct connection to the line it did pass close at Appleby and therefore provided a connection of sorts to Penrith and the West Coast main line, a full route journey of nearly 30 miles.

This route was subsidised by Cumbria County Council for a number of years but following November 2014, in common with many other Cumbria services, the subsidy was removed. The operator struggled on for 2 years but they could simply not make it pay. Faced with the necessity of acquiring a new vehicle they called time and gave the required 56 days-notice to withdraw the service.

In the course of a meeting with Kirkby Stephen town council we were asked if we could help. It quickly became apparent that there were various shortcomings in the timetable as it existed but, much to our surprise, the service was carrying as many as 1000 passengers a week, most who were using the bus to reach the main service centre of Penrith for employment, schools or vital hospital appointments. Indeed, approximately 75% of the users were fare-paying in contrast to many other rural bus services whilst the holders of concessionary bus passes travelling after 09.30 accounted for the other 25%. How could this possibly be allowed to fail?

Despite a valiant campaign by all of those involved to keep the service or seek an alternative operator these efforts came to nothing and on Friday 16th December 2016 the last bus service ran. This was marked by an item on BBC Radio 4 'You and Yours' featuring FoSCL member and bus advisor, Dr John Disney. The Radio 4 reporter also attended Appleby where she was able to interview local school children and Andy Connell, local transport campaigner and former mayor of Appleby.

There are many issues here but serious questions must be asked of central and local government as to their policies for rural services. Indeed, it is somewhat deluded to think that bus services can

simply be left to the market to provide and the 563 is an excellent example of what can go wrong. Perhaps it is the time for serious debate on a basic level of transport required in any given locality? It is the case that few modes of public transport can exist without public subsidy, rail included. For towns the size of Kirkby Stephen and Appleby to be denied a daily bus service may surely seem bizarre to any casual onlooker and visitors have already been caught unawares. A trip from Appleby to Penrith by public transport can now only be undertaken via Carlisle.

Whilst the future looks fairly bleak there is the possibility of another operator stepping in to provide an occasional off-peak service. Bus operators sometimes have spare capacity between the more lucrative school runs. Schools services have now been provided by an operator on a temporary basis however there is no

prospect of any regular service for those to reach employment or for other critical journeys. All this comes at a social and very real tangible cost.

However, there is certainly an increased role for the Settle-Carlisle line to play and locals may need to re-orientate themselves towards Carlisle as a destination alternative. Whilst Appleby station is proximate to the town it serves the same cannot be said of Kirkby Stephen where there is a gap of some 1.6 miles between town centre and the station. Fine for a walk downhill in daytime and good weather but miserable otherwise. A limited solution is provided by the Western Dales Bus on Fridays but what it really needs is a regular bus connection between the town and station. This could perhaps be provided by a community transport solution or a taxi bus. Here's the challenge!

John Carey



FRIENDS OF THE WEST HIGHLAND LINES IS THE GROUP WHICH PROMOTES THE RAILWAY FROM GLASGOW TO MALLAIG, FORT WILLIAM AND OBAN. IF YOU ARE INTERESTED IN OUR WORK SUPPORTING THIS WORLD CLASS SCENIC RAIL EXPERIENCE, WE WOULD BE PLEASED TO SEND YOU A COMPLIMENTARY COPY OF THE SUMMER 2016 ISSUE OF OUR A4 FULL COLOUR MAGAZINE WEST HIGHLAND NEWS PLUS. THIS UNIQUE PUBLICATION NOT ONLY FEATURES THE WEST HIGHLAND LINES BUT ALSO THE WHOLE SCOTTISH RAIL NETWORK PRESENT AND PAST, PLUS SHIPPING NEWS. FOR FURTHER INFORMATION AND YOUR MAGAZINE PLEASE CONTACT DOUG CARMICHAEL 'ARDSHEAL', ORCHY GARDENS, OBAN, ARGYLL PA34 4JR. dougcarmichael@talktalk.net

From The Archive

These photographs show an incident near Lazonby Hall. We think the location is just south of the over bridge at Wood End Farm. Today the cutting is full of trees and bracken. Did the train hit the bridge and then continue for 200 yards or so?



The photographer was Alec Fraser, a well known professional photographer. The man sitting on the bank is Sir Gerald Ley of Lazonby Hall. The Craven DMU is M51763, introduced in 1959.



Can anyone shed any light on this incident?

Bryan Gray

Book review

An 1844 Pennine Way from Tees to Ribble by Janet Rawlins.

This 66 page softback details a long distance walk undertaken in 1844, over a two week period, between Crook in County Durham and Settle in

North Yorkshire. The route taken included a fair proportion of Settle-Carlisle country, and so is of interest to our readers. It started in Crook, and went via the High Force waterfall in Teesdale, High Cup Nick, over to Brough, Kirkby Stephen, up Mallerstang to Hell Gill, past Wild Boar Fell to Sedbergh, then on to Kirkby Lonsdale, Ingleton, and Settle.

The original 1844 manuscript in fine copperplate handwriting was recently discovered by well know Bainbridge artist Janet Rawlins amongst her family papers. It gives details of the five Quaker botanists' route, terrain, miles travelled (182 miles on foot!), places they stayed at, plus the list of plants seen along the way.

The book reproduces the original manuscript, and it is also transcribed into modern type. Janet Rawlins' skill as an artist shows well in the copious illustrations - some in watercolour, some pencil drawings, some textile collages - and they are of buildings, scenery, and wild flowers.

The book was privately printed, and so is only available directly from the author. It is £14.50 inc p+p, from:
Unicorn House, Bainbridge,
N. Yorks DL8 3EH.

Cheques should be made payable to Janet Leyland.

Pete Shaw

Special Traffic Report

Oct 29th NMT Derby - Heaton, test train.

Nov 26th NMT Derby - Heaton, test train

A number of ballast workings have been on the line, associated with engineering works at several locations; including Garsdale, and Culgaith.

The stone train from Arcow Helwith Bridge went up to two trains per day for five days ie.full capacity, for the first time at the end of November.

Stone chippings from Ingleton granite quarry were taken by road to the Ribbleshead quarry sidings, and despatched out by rail in late Nov / early Dec, over a 7 working day period.

Pete Shaw



The bucket loader consolidates piles of stone chippings in Ribbleshead quarry sidings ready for despatch by rail.

Photo: Pete Shaw

News From Other Lines

News from the Lancaster & Skipton Rail User Group - New Shelter at Giggleswick

Ever since the demolition of the original station buildings in 1975 there has been no waiting shelter on the exposed Lancaster-bound platform at Giggleswick station. For the last twenty years LASRUG has been pressing for one to be built, but funding was always the obstacle.

Now at last we have one, thanks to the efforts of the Leeds-Lancaster-Morecambe Community Rail Partnership, and especially Pete Myers of Northern. The photograph shows the opening event on 30th November. I am being assisted in the cutting of a ceremonial ribbon by Councillor Margaret Airey, of Giggleswick Parish Council, and Richard Isaac, Community and Sustainability Manager of Northern.

The size and design of the shelter



were limited by the narrow platform, which is on the edge of an embankment. However, passengers have appreciated the protection it now provides from the winter's wind, rain and snow.

John Bearpark

Photo: Gerald Townson

News From Wensleydale

CROWDFUNDING AND SPONSORSHIP IN WENSLEYDALE

The novelty of using a *Just Giving* website to raise money for a local bus service has recently met with success in Wensleydale, due to the generosity of donors – plus fortunate chance.

Hawes, 6 miles from Garsdale, has been a meeting point in recent years for some excellent Sunday bus services run by not-for-profit company DalesBus (www.dalesbus.org) Regular reports updating the travel opportunities have appeared in this magazine, written by FoSCL members John Carey and John Disney. In particular, the two Johns have drawn attention to existing rail/bus connections along the Settle-Carlisle line; train operator Northern has also made clear their interest in station/bus service connections. We can be grateful that, amidst widespread cuts in public funding, support for the principle of a rural public transport network remains undiminished: however it is not easy nowadays to find and sustain essential funding.

From Garsdale, the year-round 7 day Little White Bus (LWB) service provides a connection to Hawes, with a combination of scheduled and bespoke services between town and station. From Monday-Saturday these link into the LWB services to Leyburn and Bedale but the Sunday 856 DalesBus service between Hawes and Northallerton (and the East Coast main line) was threatened by funding cuts. Thanks to a Just Giving website set up last autumn by Neil and Jane McNair of Low Mill Guest House in Bainbridge, substantial funds were raised which bought time to continue the search for ongoing funding.

There was a fanfare of publicity (for example, Guardian Online 'Last stop for the Wensleydale Flyer' 18th October 2016). News of the appeal reached a West Yorkshire reader, Emma Slater, who discussed it with colleagues at Acorn Stairlifts of Steeton. Their main business is indoor personal mobility - but they decided to help, thus protecting mobility for the wider community with a full year's

sponsorship of the 856 service, now called the Acorn Wensleydale Flyer. It is the ONLY public transport in Wensleydale on Sundays and most Bank Holidays (other than Hawes-Garsdale).

What the new funding means: Sunday bus connections between four market towns will be maintained (Northallerton, Bedale, Leyburn, Hawes) AND the link between main line stations at each end of Wensleydale (Northallerton, Garsdale) AND a service from Upper Wensleydale to Northallerton hospital and shops AND, in season, to Wensleydale Railway's stations at Leyburn, Finghall, Bedale and Leeming Bar (Redmire is not on the Sunday bus route) AND concessionary passes are valid on the Wensleydale Flyer, as they are on scheduled Hawes-Garsdale services.

WHAT NEXT? Firstly, grateful thanks from passengers to everyone associated with saving the Flyer. Now the task is to find funding for several other 'at risk' DalesBus services, including Sunday's to/from Ribbleshead. Do you know a charity or company to follow Acorn's lead?

Ruth Annison

Film Shows of the Settle-Carlisle

Archive films and up-to-date footage of the line will be shown in late March by Roger Hardingham of Kingfisher Productions to help celebrate the full re-opening of the railway through to Carlisle.

From an extensive archive collection, Roger will put on four shows at different locations from 16th March through to Sunday 19th March at Skipton, Settle, Appleby and Carlisle.

Tickets are just five pounds per person for over two hours of films which will include film of the recent landslip at Eden Brows and the Northern steam service in February, plus historical films from the 1960s onwards.

Limited seating will be available at some locations, so early booking is advised - full details from the website: www.railwayvideo.com

The Settle-Carlisle Railway 1850-1990, The Building and Saving of a Great Railway, A Line of Critical Decisions

Foreword by Michael Portillo

Long after my political career had come to a spectacular end – I lost my seat in what Guardian readers and Channel 4 viewers voted their third favourite moment of the 20th century – I was asked what had been my greatest achievement. I knew that the interviewer was expecting some macro policy in the realm of national finance or defence. “Saving the Settle to Carlisle line” took him by surprise, which was what I had intended.

I hasten to add that I was not claiming sole ownership of the act. Many others were involved in the happy outcome. But as I looked back, I reflected that it was one of those decisions that could have gone either way, and the result bore my fingerprints.

I became Minister of State for Transport in summer 1988. I succeeded David Mitchell, a man of old fashioned good manners who, having been “let go” in the reshuffle, lingered in the department in order to brief me on the portfolio. “You have to save the Settle Carlisle”, he said.

That may seem surprising since the government had recently announced, in response to British Rail’s application to close the line, that it was “minded” to accede. That was because the administration was tiptoeing through a minefield of legal booby-traps. Loss-making lines could be supported with a subsidy – public service obligation grants – but only for defined purposes. British Rail, under pressure from the government to reduce its losses, had offered a gloomy scenario of a route that made severe losses because passengers scarcely used it; and the problem would get worse because the infrastructure – particularly the celebrated Ribbleshead viaduct – was in need of heavy investment. The government’s announcement had invited representations and focused minds.

I was quite unnerved by the issue. The politics of northern England were pretty clear even to a southerner like me. In any

case, the line was a thing of beauty, a part of the national heritage and a monument to those many who had died building it in the 1870s. Surreptitiously, I ventured forth to see it for myself, alighting incognito from the sleeper at Carlisle so as to ride the route south, in the cab of the diesel. The presence of a television camera at 6 am shook me. As the sun rose on the train moving south, the stations and bridges were crowded with demonstrators with banners that welcomed me by name. Clearly the Friends of the Settle to Carlisle had friends in the department, and had received a leak!

The Friends were evidently effective and serious. That made it a pleasure to engage with them. But it also meant that we had to be wary of a real prospect of legal challenge by them or by local authorities if we put a foot wrong. I had to maintain a poker face, even as I sought to find a solution that would keep the trains running.

I had high hopes of a privatisation. After all, at least some in British Rail wanted to be rid of the services. They ran few trains and most of the intermediate stops had closed. An operator with enthusiasm and imagination might structure and market the services properly. At times we seemed to be near to such a solution, but legal problems and a lack of investor confidence frustrated the efforts of both British Rail and the government.

Two developments turned the tide. First, Tony Freschini, the line engineer, proposed a different method for tackling the Ribbleshead viaduct repairs, and his cost estimate was dramatically lower than the figure in British Rail’s case for closure. Second, thanks to the Friends, the numbers using the line rose steeply. The financial case for closure now looked weaker.

Martin Pearson has in this book unearthed key documents from the period. On 6 April 1989 the Secretary of State for Transport, Paul Channon, wrote to the Prime Minister, Margaret Thatcher, proposing that the closure application be refused. The letter is interesting because it reflects all the legal hazards to which the government felt exposed. Our wish to save the line had to be rational, reasonable, and

judge-proof.

Of course, the whole thing had been settled within government before the letter was sent. I have to rely on my memory for what had happened. My recollection is that Mrs Thatcher was not anti railway as people supposed, but she was a conservative, that is to say one who valued our heritage very much. She had no particular wish to antagonise Cumbria and Yorkshire, and she was fond of Willie Whitelaw, who had been MP for Penrith and the Border until June 1983 and was deputy prime minister (in the Lords) until early 1988. We needed thoroughly to make the case to save the line, but we were pushing an open door to Number 10.

This book will be of interest to those who were involved in the campaign, and to those who enjoy the line today. More widely, it provides an insight into how government works. People may be surprised by how constrained is an administration's freedom of manoeuvre, and how many legal niceties must be observed.

About twenty years after the reprieve I travelled on a steam train along the line in new circumstances, making the first series of "Great British Railway Journeys" for BBC2. The valleys and bridges were crowded with people watching, filming and photographing the train. It was indeed a superb sight. I felt deep emotion as I considered that the line might have closed. What a terrible loss that would have been.

In my letter to the Friends announcing the reprieve back in 1989 I asked them to live up to the promises that they had made. They have. The community is strongly invested in the line, and the intermediate stations are superbly maintained, decked out in nostalgia and flowers.

I believe that the Settle to Carlisle journey could be better marketed still. My own hobbyhorse is that the trains should be glass roofed. That's how Swiss railways announce to passengers that they are in for a visual treat. But that is a battle for the future. I fought mine more than a quarter of a century ago.

Michael Portillo



Martin Pearson flanked by (l) Pete Shaw and (r) Edward Album at Settle station.

Photo: Mark Rand

You can purchase a signed copy of Martin Pearson's book On-line from:

www.foscl.org.uk/shop.

Price £13.00 to include P & P

Directly from the Publisher:

Martin Pearson, 23 Town Head, SETTLE, price £13.00 to include P + P

Or from the FoSCL shops at Settle and Appleby Stations. Price £10.00

The Line that Maybe Shouldn't Have Been Built, But Certainly Shouldn't Close. A Brief Appreciation

During the Christmas holidays I was in Settle and picked up an interesting new book on the line by Martin Pearson. Entitled "The Settle-Carlisle Railway 1850-1990. The Building and Saving of a Great Railway. A Line of Critical Decisions.", it provides a useful summary of why the line was built in 19th century and the threat to it in the 20th century. It is a good companion to two books which I found essential to my understanding of the line. The first was written by David Jenkinson, a geographer who became deputy at the NRM: *Rails in the Fells-A Railway Case Study*, published by Peco in 1980. He casts a geographer's eye over the

building and operating of the line, giving a different and interesting way of looking at it. The detailed history of the line must be by Peter E Baughan, and called Midland Railway North of Leeds-The Leeds-Settle Carlisle Line and its Branches published by David and Charles in 1966 (second edition 1987).

When the line was under threat Stan Abbott and Alan Whitehouse wrote *The Line that Refused to Die* published by Leading Edge in 1990, which gave a good insight into the attempts to close the S&C. In similar vein another fine volume was by James Towler who wrote the somewhat controversial "The Battle for the Settle and Carlisle" published by Platform 5 in 1980 . This latter book was actually banned by the NRM when it came out.

Pearson's book rekindled my vague memories of when the line was really under threat and makes reference to people travelling the line in case it was their final chance. That was how I felt. Initially only people who were directly affected by its closure were allowed to give evidence at the various Transport Users Consultative Committees. Happily this was widened, so that people like me who rode the line for leisure and pleasure could give evidence. Deep down like many people I suppose mine was an emotional point of view, namely that here was this marvelous historic route under threat. But that was hardly the sort of evidence to convince the powers that be. My view was that whether the line was profitable or not, it was the business it generated for the area it passed through which was the key to its survival. At the time I didn't realize the man responsible for the running of the line, Ron Cotton was actually on our side. With hindsight I am pleased that he has been given the recognition for all the positive work he did. His marketing of the line was first rate.

But the battle for the line and its operation is constantly evolving. The last 12 months must have been one of the hardest for the operators, having to deal with the massive landslide and curtailing of through rail traffic until it is repaired. The loss of the coal traffic too has undoubtedly made a huge hole in freight revenues,

whilst on the passenger side, operators such as Virgin West Coast increasingly prefer bustitution to actually diverting services. Whilst the line does not seem to be under threat of closure, nevertheless FoSCLA and others remain vigilant. There are positives for the 1980s freight was diverted off the line only to return in the 90s. Interest in the line continues and it is good to see regular coach tours making use of it for part of their customers' holidays. Maybe on the freight side some trains will be diverted off the ECML and WCML as passenger trains on these respective routes speed up. The S&C itself is still potentially an Anglo-Scottish route from Leeds. Recently I travelled on a refurbished Northern 158 unit and have to say it would be good to have some of this stock on the S&C.

Once the line re-opens in full everyone will need to try and build up the passenger numbers. After that the TOCs need to be looking at developing new revenue streams be this in the passenger or freight operations. One aspect will remain constant though and that is the attraction of England's true mountain mainline. Whatever the season or the weather a journey along the S&C remains one of if not the greatest railway trip in the world. Long may it remain so.

David Mathias

Ancient Trackways in Craven

Many readers probably enjoyed walking off the mince pies in that cold but sunny weather just after Christmas - myself included.

We might have set out to explore Craven, perhaps climb Ingleborough, or more gentle areas around Austwick and Crummackdale, or Stainforth and Ribblesdale.

These places are all connected up with a fine selection of paths, but do we stop and study these routes, to enquire why they are actually there; or do we just march along them with only our ultimate destination in mind?

There is a wealth of interesting history in these ancient trackways. They all had a definite purpose, and I explored three,

with their origins in work, religion (?), and domestic comfort.

In times past, the employment for many villagers in Stainforth would have been in the several stone quarries around the Helwith Bridge area. Their direct route would have been on the footpath from just north of St Peter's church, through fields for about a mile before joining the road from Settle to Horton on the rise up Sherwood Brow. The only difficulty on the way is How Beck, often just a pleasant trickle, but in spate it could present a formidable obstacle. There are no less than three small clapper bridges in the space of about 50 yards along this beck. Each is formed of long slabs of Helwith Bridge slate spanning the water. The lowest is made of three wide slabs which allow access for the farmer - probably on a quad bike today. These little bridges demonstrate the need for the ancient way to span the beck for getting to work.

The second of my ancient trackways is probably the best known; the packhorse bridge which crosses the River Ribble at Stainforth. This narrow, humped-back bridge is estimated to be over four hundred years old. It forms the old route from York to Lancaster, via Pateley Bridge, Grassington, Malham Tarn, over the bridge, and onwards through Feizor. Traffic along this route would have included people and goods moving between the abbeys at Fountains and Sawley. Upkeep of the bridge was the responsibility of the family at Knight Stainforth hall until 1931, when it was given to the National Trust.

My third ancient way was essential for a vital domestic use, the access to peat for winter fuel. Electricity, gas, and coal are all relatively modern fuels, whereas peat goes back many centuries.

The lane up from Austwick to Crummack continues out onto open moorland above Crummack Farm, and onwards to the old peat cutting grounds at Sulber. Villagers from Austwick, Wharfe, and Crummack would all have had rights of "turbary" - the ability to cut peat on the moors.

The trackway is wide enough for a horse and cart, or horse and sledge; and the fact that it crosses the rough moorland, often cutting through limestone pavement,

shows how vital the fuel was. To construct a trackway through the rock in such a finely engineered fashion must have been a huge communal undertaking. It runs for more than a mile, and now provides an easy walking route for hikers, thereby avoiding rough tussocky grassland and uneven limestone pavement.

My own interest in the peat cartway was sparked through searching for wild flowers, as it gave me good access to a location described by the great English botanist John Ray, who visited this area in the late 1600s - (he came from Essex, quite a journey!)

John Ray saw a plant called Hairy Stonecrop (*Sedum villosum*) and in his flora he gave the location as "On the moist rocks about Ingleborough Hill, as you go from the Hill towards Horton-in-Ribblesdale, in a ground where peat is got in great plenty". Although nobody is cutting peat nowadays he is clearly describing the plateau of limestone pavement and peaty moorland at Sulber.

After searching many times for this little Stonecrop with pinkish flowers, the whole plant only about 2-3" tall, I did eventually find it growing sparingly, just where he saw it. Modern floras describe it as very uncommon, so it is good to know it has survived there for 350 years.

Pete Shaw

(See colour centre pages for photographs).

Stop Press Alex Hynes

As we go to press, news has been released that Managing Director of Arriva Rail North Alex Hynes is to replace Phil Verster as Managing Director of the ScotRail Alliance. Mr Hynes has been at the helm of the Northern franchise for three and a half years. We will carry news as to who will replace him at Northern in a future issue of the *Settle-Carlisle Journal* and on the website: www.foscl.org.uk

Paul A. Kampen - FoSCL Secretary

Early Days on the Settle-Carlisle by Mark Rand

Most readers will know that the line opened for freight in 1875 and for passenger traffic in 1876. This is slightly puzzling. Why distinguish between the two categories of traffic? A railway line is either open for trains or not.

Part of the reason for this may have been that by 1875 the tracks themselves were finished and useable but passenger and other facilities had yet to be built. Most stations and buildings were built in 1875/6, some a good deal later. Furthermore the materials from which many were built were not always available locally. For station and other buildings at the southern end of the line especially sandstone was the chosen material and it had to be brought in from Bradford, Shipley and elsewhere. By train.

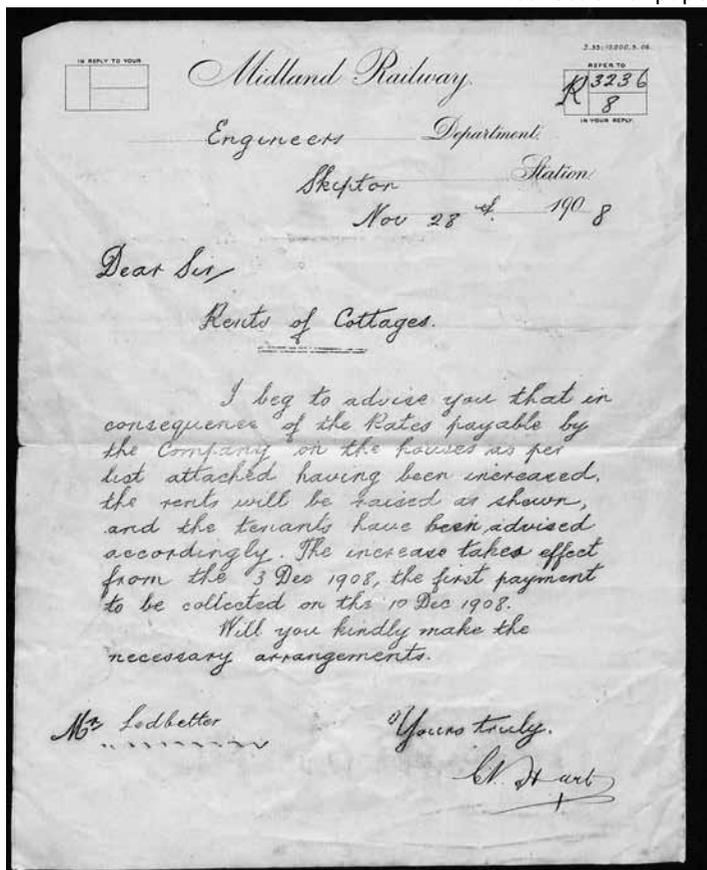
So the line's passenger facilities emerged and evolved during its early years rather than the entire kit of parts being built simultaneously. Freight was another matter. Stone and other minerals were already being mined or quarried in the Ribbles Valley especially and there was lucrative freight business to be had.

How then did the brand new 'Midland Extension' or Settle-Carlisle line look, feel and get going in its early years? Details are lacking. The arrival of a new railway line was still not uncommon, perhaps even mundane. Much as the comings and goings of a motorway today. For most of the time things went routinely with occasional happenings of little note. Our rapidly increasing archive sheds little if any light on how things were in 1876

That changed in January when a Settle resident brought to our notice a small collection of papers from that very year

and later, some of which throw a fascinating light on the very start of the S&C as a working railway as well as providing some splendid examples of Victorian penmanship and phraseology. The railways were a rigid hierarchy where everybody knew their place and it shows constantly. Who nowadays would sign off a letter or report as 'your humble and obedient servant'? Well, maybe still in the dustier recesses of diplomacy or the civil service but certainly not on the railways!

Here then are some extracts that enable us to have a glimpse of 1876. The copper-plate script of the time and the ravages of age have made some parts hard to decipher. The author of most of the



operational reports is Mr R Wilby.

The first official scheduled passenger train on the S&C was on 1st May 1876. That very day we have the first of several derailments during 1876:

May 1st 1876 Engine leaving Leeds at 5.55pm & arriving at Settle at 9.19pm got off line at points South end of Settle platform 2. It departed 12.23 being delayed three hours.

and the very next day:

May 2nd 1876 One sheep and one lamb were killed on the line at Rise Hill, owner's name is Robt. Harper. They got through the fence rail which however were alright.

There are many subsequent entries of farm animals being killed - together with the state of the fencing, the farmers' details and, perhaps significantly, the cash value of the deceased stock. Farmers and railways have a love-hate relationship to this day.

And two days later:

May 4th 1876 Train number 22 (slow passenger) 5 o'clock pm from Skipton was delayed 28 minutes at Blea Moor owing to ballast engine being off line at Rise Hill on the down line . .

May 5th 1876 Yesterday May 4th a calving cow belonging to T.Ireland of Foredale farm, got one eye cut out ... the walls that

divided the farmer's fields from Morphet's coal siding has been pulled down in order to fence off the railway at Elwith (sic) Bridge. The cow got into a narrow nook . . .

.it is supposed it was whilst endeavour'g to turn back that it received the injury.

Then just 11 days in - the first human fatality:

May 11th 1876 This morn'g., shortly after 6 o'clock a man named E.Prior who has been workg. for Wm. Knowles, Salt Lake Crusher, was run over & killed by the work men's train on the down line between Ashes Bridge and Salt Lake. A goods train was passing at the time. He was immediately taken to Settle but died before his arrival. The driver whistled and did all he could to avert the accident.

and two serious injuries:

May 24th 1876 A young man named Rd.Hale workg. for Wm. Jones, plate layer of Horton got his thigh broken while assistg. in shiftg. a tool box yesterday. Dr Hartley of Settle was in attendance as soon as possible and set the injured limb.

**NOTICE TO
RAILWAYMEN
PROTECTION
OF
LOYAL EMPLOYEES**

**THE FOLLOWING ANNOUNCE-
MENT HAS BEEN MADE BY
THE GOVERNMENT:--**

“Doubts having been expressed as to
“the position of Railwaymen who remain
“at or resume work, the Government desire
“to make it clear that they undertake not
“only to afford such men every protection
“during the present crisis, but also to safe-
“guard their interests as Railwaymen against
“any measures or prejudice to which they
“may thereafter be exposed on account of
“such action.”

FRANK TATLOW,
General Manager,
Midland Railway, Derby.

September 30th, 1919.

June 4th (?) 1876 about 6 o'clock a man named Henry Rose workg. for Thornton Contractors was severely injured at Batty-Wife station. The workmen train was just pulling up alongside the platform, when he got hold of the side of a wagon to see for some materials that he expected. . . he was twisted two or three times round and fell between the platform and the van. He was crushed at the lower part of the back, the kidney being injured.

Sheep continued to fall victim to trains including one who had the doubtful honour of being the first to be run over by a Pullman train - the 1.10pm from Carlisle on June 27th 1876.

The track and infrastructure was still bedding down during 1876 with rock falling from the roof of Rise Hill tunnel on July 3rd and broken rails aplenty, recorded in some detail. In the case of broken rails the markings on the rails were recorded including the manufacturer and the year. Most broken rails dated from 1872. Procedural problems such as loose loads, shunting mishaps and coupling failings arose too.

The reports all relate to happenings on the southern part of the line. It is reasonable to suppose that similar incidents were happening further north too. Those records will surface someday. The present papers and many thousands of other items can be viewed by appointment at the S&C archive at The Folly in Settle.

The above reports tend to stick to the bare facts. Other documents are more intimate and familiar in tone. One of my favourites, with which I shall close is from Thos. Laycock at Settle station to his (presumed) boss Mr Rodgers dated October 12th 1878:

“Dear Sir,
I am informed by timekeeper Kelly that when he was walking from Ribbleshead to Horton on the above date he found on Ganger H. Knowles’s length a quantity of bolts loose and says that on different occasions he has found him absent and loitering around the Rails and away from his men & when drawing his attention to it he called him and blackguarded him. I think we are better give him a weeks notice & do without him.
Yours truly, Thos. Laycock”

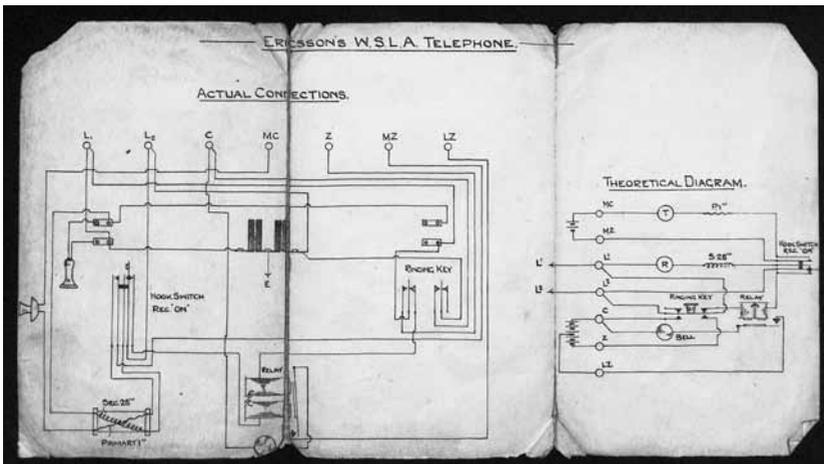
Mr Rodgers plays a straight bat and in a note on the same piece of paper replies

“Mr Laycock,
You can just do as you please with this man. I have spoke to him before.
Yours Truly
S(?) Rodgers”

You don’t often hear the word blackguard nowadays do you?

Mark Rand

The images were scanned by Ian Fleming, Team Leader for ‘Capturing the Past’ which is part of the ‘Stories in Stone’ project.





During the leaf fall season on two occasions the RHTT train ran so late that it was forced to turn back at Appleby. On the second occasion - 21st November 2016 - 66301 was on the rear with 66427 leading north. Photo: Michael Summers

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Letters to the Editor

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

Fares

In the past when travelling to Carlisle from Hellifield it was cheaper to book to Hexham rather than Carlisle - I have just re-checked & find now that the two routes (Settle & Lancaster) now have different fares to Carlisle but not Hexham. So no longer cheaper if you travel via Settle both ways but still £10 cheaper to Hexham than Carlisle when travelling via Lancaster! Hellifield to Carlisle Anytime, any route £48.90 but £38.80 to Hexham. Via Settle to Carlisle £29.90 Anytime, £24.10 Off Peak Wetheral & Brampton have same fare as Carlisle.

I don't think there has ever before been different fares for the two routes so it is likely to catch people out. Presumably Northern will now get all revenue from the new fares whereas previously it was shared with Virgin & Transpennine.

John Harrison - Burnley, Lancs.

Day Ranger Ticket

Shortly after the truncating of the line Northern brought in a 50% discount to the popular Day Ranger ticket, making it just £15, which allows for considerable flexibility of a journey on the Settle-Carlisle line. This has proved to be a great benefit to FoSCL members and the travelling public as it overcomes the difficulties of a last minute change of destination. When booking a ticket in Leeds it is sometimes difficult to predict what the weather might be doing north of Settle. For holders of railcards (including the Dales Railcard) the price reduces to £9.90 which is excellent value.

Anecdotal evidence would suggest that the walkers and visitors have held up reasonably well during the period of partial closure and, in all likelihood, this is partly attributable to the Day Ranger ticket. Indeed many of these passengers return

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again and again once they discover the walking potential of the line. The frequent usage is probably preferable to the occasional scenic trips which might be undertaken once or year basis or less.

There is a concern that the discounted Day Ranger ticket might be removed when the line is fully re-opened in March and I wonder whether representation could be made for retention in some form even if the use is curtailed at, say, Kirkby Stephen or Appleby. This would then not detract from the full line fare revenue.

John Carey – by email

Buses

What on earth is FOSCL doing lauding the removal of the rail replacement bus between Appleby and Penrith, which would provide an easy route for people bound for Penrith, Keswick or Ullswater? Surely FOSCL should instead be looking for a way of maintaining these links when the railway reopens?

As I've said before, I think the best long term solution would be to open a new station at Culgaith and extend to it the Carlisle-Penrith-Center Parcs route 104. I would hope that the bus could run commercially, but if not we need to teach our political masters that bus subsidies are a normal prerequisite of a civilised society.

As I've also said before, there's an even greater need for a link to Kendal and the South Lakes via Sedbergh or possibly Tebay, and if this also provides a trans-Pennine facility to Teesside so much the better. Given that the A66 is seen as a continuous dual carriageway it is a national disgrace that there is no regular trans-Pennine public transport link between Skipton and Hexham.

Simon Norton – by email

Leeds-Settle-Carlisle

You were kind enough to include a letter from me in Issue No. 141 of the *Settle-Carlisle Railway Journal* urging co-operation between FoSCL and LASRUG. I am pleased to see Richard Morris pick up the same theme in the conclusion to his letter "Leeds-Settle-Carlisle" in

Issue No. 146. In that letter Richard states that LASRUG and the Leeds-Lancaster-Morecambe Community Rail Partnership "quite rightly see themselves as responsible for the stretch between Skipton and Settle Junction, including Hellifield station, and we have often worked closely with them."

I and my colleagues on the LASRUG committee would like to make it clear to the members of FoSCL that we see our respective activities as similar and as complementing each other, in particular along the "shared track" south of Settle Junction. Both groups represent passenger issues such as the frequency and timing of trains, the rolling stock used, connections, etc. but we, of course, acknowledge (with admiration) that FoSCL is more deeply involved in the heritage sphere than we are.

Apart from any other consideration, many members of LASRUG (including me) are FoSCL members too and do not want to see friction arising between the two groups.

Hugh Turner – Joint Chairman, Lancaster and Skipton Rail User Group

We have always held the opinion that the Midland Mainline through Hellifield should have been branded Leeds - Carlisle Line. We are at a loss, however, to understand why Richard Morris considers that Hellifield Station should become the responsibility of LASRUG.

He must be aware of the unrest caused when Bentham Line stickers first appeared on the platform notices at Hellifield and of the outcry when the garish, oversized Bentham Line sign was positioned on the platform at the time FoSCL were celebrating the 25th Anniversary of the reprieve from closure of the Settle - Carlisle Line. Fortunately, following prolonged protests from residents of Hellifield and volunteers at the Station, meetings were held and the offending sign was removed being replaced by a more suitable and smaller sign, giving details of ALL local Rail User Groups.

We have worked as members of a group of volunteers at Hellifield to maintain this

listed station as a wonderful example of the very best of the Midland Railway. The Clitheroe Line Rail User Group has always given its whole-hearted support as have individual members, notably Ruth Evans, of FoSCL. We have received no support at all from LASRUG.

Jack Ayrton – by email

(Editor's Note: *LASRUG has no role in providing the platform notices at the stations. They are provided by the CRP to which the Government has given a degree of responsibility for all the stations between Leeds and Morecambe*).

'Four Have An Awayday' - Patronising Comments

I have just read the above article in the most recent Settle-Carlisle Journal. It was quite inoffensive until the writer described the journey back with - horrors - a female driver. Patronisingly, he (and I'm sure it is a he) concedes that this is "not at all unusual these days" and he goes on to question her hypothetical ability to handle a Black 5 on greasy rails. The Editor comments "Oooer".

I wonder on what basis your correspondent makes this assumption? I should imagine he thinks women are genetically incapable of doing anything technical. As a commercial pilot I wonder how he would feel if he were to discover me at the controls of his transatlantic flight? Does this, or the handling of a Black 5, require gender-specific qualities? Of course not. They require skill and experience. Nothing more.

Your correspondent needs to get himself into the 21st century. In addition, the Editor's response suggests that this is no more than a mildly amusing comment. Better, perhaps to have exercised editorial prerogative and edited the offensive comments out.

Kathy Howe – by email

Vinyls

I have e-mailed Northern as follows: "At Northern we are passionate about making sure that your journey with us is a great experience."

So why do you cover your trains with advertising film that makes it impossible to

see out of the train? It seems to me that this is showing nothing but disrespect to your passengers.

I am told that you are trying to avoid using such trains on Leeds - Settle - Carlisle services but why should other passengers suffer?

If you really care about making journeys a great experience, remove the advertisements forthwith!

Regards, (Mr) G. Lees"

It would be nice to think that Northern will realise that the adverts are a mistake, and make journeys the opposite of a great experience, but I shall not hold my breath!

Graham Lees – by email

Ruswarp

Further to the great letter from Chris Magner about Ruswarp and Graham Nuttall I have it on very good authority that a group of BR Managers were looking at a picture of Ruswarp with his paw print signing the petition. Their initial reaction was "that's good". It was then that they were told "Sorry Guys. Ruswarp's fare will not count to the S&C account".

"Why's that?" they all chorused. Answer: "Because he's travelling on a Rover ticket".

Martin Pearson - by e-mail

I believe Chris Magner does a disservice to Graham by romanticising events of the 1980's. Graham was not merely the first secretary, but the first "Friend of The S & C." He raised funds, organised the inaugural meeting at Settle and produced sufficient publicity to bring more than enough people to provide a working committee. To suggest his tragic story cast a shadow on FoSCLA's early days is nonsense as his death was nearly nine years after the inaugural meeting.

There was no original petition, there were no campaigners claiming Ruswarp would suffer hardship. Although Graham mentioned his dog in his objection letters to both the North West & Yorkshire Transport User's Consultative Committees, he never objected on behalf of Ruswarp. The much publicised objection on behalf of Ruswarp was created by Harvey Scowcroft who, as well being a friend of Graham's,

was an assistant secretary with the North West Committee. Graham was furious about this as he was not a person who liked publicity. The relentless headlines “...& one dog,” the posed Daily Mirror paw print picture and subsequent radio & TV interviews caused Graham a deal of distress.

Do people ever stop to consider what memorial deceased people would have wanted? Graham has got memorials at Garsdale, Burnley Central and Llanwrtyd Wells, also Ruswarp’s at Garsdale. I believe Graham would not have wanted any of these, It may have been fair to have the seat at Garsdale but I think he would consider his memorial to be the Settle - Carlisle line and would expect that friends should concentrate their efforts on campaigning for better services on those lines which he supported.

John Harrison – by email

Brexit

In the recent past I have regularly spent a great part of my yearly holiday in the Yorkshire Dales and also became a

member of the friends, which I have been supporting with my modest contribution for some years now. Owing to the outcome of the Brexit referendum, I have decided to give England a miss for the foreseeable future and would therefore like to inform you that I shall not renew my membership any more.

Beat von Kaenel

(Editor’s Note: I am sure that all members will be saddened by this. Whatever our views and whichever way we voted in the Referendum, it behoves us all to assure visitors to the Dales from Europe that they are just as welcome as they always were).

Ian Allan Publishing

There is a recent news item in Heritage Railway Magazine that the famous Ian Allan Publishing Group is terminating their railway publishing business. It is being transferred to a company called Crécy Publishing, probably not known to most of us.

This event is rightly described as the end of an era by the Editor, who has also, incidentally, a very favourable review of

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Martin Pearson's book and promises a more detailed one next month.

The Editor refers to the Fifties schoolboys. What about the Forties schoolboys like myself, who have the Ian Allan books to prove it? I lived in Bradford, at the time. My father had served in France at the end of the First World War, but, though in the Army, was too old at 39 to be sent abroad in the Second World War. As a family, we had one year in Blackpool and five in Bradford.

Our local station was Frizinghall and I went to the Junior School there. This was on the LMS line between Bradford and Shipley and we were very near the line.

The LNER trains from London Kings Cross divided at Wakefield and the Bradford portion went to the Exchange Station. The LMS trains from St. Pancras included a portion for Bradford, sent off from Leeds City Station and this came through Frizinghall. It was usually headed by a Jubilee or a Black Five. Names like *Hyderabad*, *Gwalior* and *Bihar & Orissa* come to mind. I was a keen spotter near Frizinghall and sometimes climbed over the railway fence, playing truant on one occasion and being duly punished.

From about 1944 I bought the Ian Allan books from a shop in the Keighley Road. These were the lists of LMS engines and that was my loyalty. I collected LNER names on visits to friends in Leeds. Later, when we had returned to London, I bought books for all the lines. We lived in Wandsworth on the main line from Waterloo and I walked to school beside that line. In 1948, during the famous locomotive exchanges for British Railways, I actually saw the Duchess Class Locomotive *City of Bradford* (46236) on our local line.

I still have my books, neatly ruled off, and some specials, like *Titans of the Track* and a book of names, with naming ceremonies for Southern Railway.

Our main railway visits were to the fields near Crossflatts. I would drag my mother

out to walk there, pushing the pram with my tiny sister, born in Shipley in 1943. At Crossflatts we saw main line trains with headboards saying 'London St Pancras – Glasgow St Enoch' or to Edinburgh Waverley. I obtained more Jubilee names and a good collection of Royal Scots.

Regulars were 6108 *Seaforth Highlander* and 6133 *The Green Howards*, both I believe, Leeds engines. Perhaps the latter did not venture south because I once saw a sign put up by a spotter in London reading 'Died Waiting for The Green Howards'. (In my National Service days later, we provided the transport support for that Regiment).

In the war, we used the Morecambe line for holidays on the Cumbrian Coast (local farm houses). The journey was via Shipley and Settle Junction, then change at Carnforth for Barrow, Millom and Silecroft. I have never forgotten seeing at that time a train packed with soldiers racing through Carnforth Station. It was headed by Patriot 5516, *Bedfordshire & Hertfordshire Regiment*.

Ian Allan was the inspiration. He seemed to know what trainspotters valued.

Edward Album - by email

And Finally!

A small group of volunteers is working at the Ribbleshead Visitor Centre tackling some of the chronic damp problems. Clearing drains



and scraping walls are just 'jobs that have to be done'. Peter Hardyman was patching areas of blown plaster and needed soft light to work by. He found this helper in the attic store above the cafe and they worked as a splendid team.

Rear Cover Images - Snow in Mallerstang

Above: A Northern Unit on 8th January 2010.

Below: A South West trains unit seen, unusually, on the S&C on 3rd January 2010.

Photos: Andrew Griffiths/Imagerail

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