

**The Settle - Carlisle Railway Conservation Area (SCRCA) Historic Structure Recording Project**  
**Information to aid the evaluation of Garsdale Signal box for national listing (case no. 474973)**

**1: Age and rarity**

<p><b>1.1:</b> When was the structure constructed / manufactured / installed? (State the 'railway era' in all cases and the precise date if it is known).</p>	<p>Network Rail's signal box database<sup>1</sup> states that Garsdale signal box is a "Midland type 4c" signal box, built in 1910 and that it contains a 1910 (type 33R) manually operated lever-frame. Gough (1989)<sup>2</sup> states that it <b>opened as "Hawes Junction SB on 10.7.1910</b> and that it was renamed to "Garsdale Station SB" on 1.9.1932. Anderson &amp; Fox (1986)<sup>3</sup> states that it was "brought into use on 10th July 1910" as 'Hawes Junction' (replacing the earlier 'Hawes Junction North' and 'Hawes Junction South' signal boxes) and that it contains "a 40 lever tappet frame (6in. centres)". If these sources are correct, the signal box and its frame were manufactured / constructed by the Midland Railway Company (or its sub-contractors) during the <b>Midland Railway Operational phase</b> (1st January 1877 to 31st December 1922).</p>
<p><b>1.2:</b> Is the structure a rare surviving example of its 'type'? (Consider this question at international, national, regional and local levels.)</p>	<p>Network Rail's signal box database<sup>1</sup> states that this structure is a "Midland 4c" signal box and lists <b>a total of ten surviving structures of this type nationally</b>. <u>Three</u> of these are located within the SCRCA:  Hellifield South Junction  Settle Junction  Garsdale  <u>three</u> more are located elsewhere on the National Rail Network (all in the East Midlands region):  Mantle Lane  Sneinton Crossing  Manton Jtn  and the remaining <u>four</u> are located on preserved railways:  Harringworth (Northampton &amp; Lamport Railway)  Quainton Road (Buckinghamshire Railway Centre)  Skipton North (Avon Valley Railway)  Swanwick Junction (Midland Railway Centre)</p> <p>There are differences between the three SCRCA boxes of this type - most notably, Hellifield South Junction and Garsdale are 3-bay variants while Settle Junction is a 2-bay variant. Garsdale and Settle Junction have both had extensions added at some point, albeit in different configurations.</p> <p>A side-by side comparison of all the signal boxes remaining within the SCRCA can be downloaded from:  <a href="http://www.foscl.org.uk/node/1035">http://www.foscl.org.uk/node/1035</a>  and additional photographs of the remaining SCRCA signal boxes are available in the relevant Structure Summaries, all of which can be accessed via:  <a href="http://www.foscl.org.uk/scrca-structure-list-public-2">http://www.foscl.org.uk/scrca-structure-list-public-2</a>.  Useful explanations of the different types of Midland Railway signal boxes are available from:  <a href="http://www.derby-signalling.org.uk/MR_types.htm">http://www.derby-signalling.org.uk/MR_types.htm</a>  <a href="http://www.midlandrailway-butterley.co.uk/signal_boxes/typesofbox.html">http://www.midlandrailway-butterley.co.uk/signal_boxes/typesofbox.html</a></p>
<p><b>1.3:</b> Is this structure 'type' likely to become rare in the next five to ten years (e.g. due to changes in technology)?</p>	<p><b>Probably.</b> In the Autumn of 2011, Network Rail announced plans to dramatically streamline traffic management on the National Rail Network. At the heart of these plans is a project to replace more than 800 signal boxes with just 14 "state-of-the-art rail operating centres". <b>80% of Britain's signal boxes are expected to be operationally redundant by 2026.</b></p>
<p><b>1.4:</b> If the structure was built / installed before 1st Jan 1923 (the pre-grouping era), does it survive in anything like its original external condition?</p>	<p><b>Yes.</b> A small extension was added during the major refurbishment work carried out at Garsdale station during 2008-2009 to house toilet and washing facilities for the duty signaller. Remedial work is currently underway on and around the signal box to combat a subsidence issue and to extend the life of the box until control of the route can be handed-over to the new "rail operating centres". The author does not know if the external appearance of the structure will be changed as a result of these works. A series of photographs of this structure is available at:  <a href="http://www.foscl.org.uk/content/scrca/structure_summaries/760">http://www.foscl.org.uk/content/scrca/structure_summaries/760</a>.</p>

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<b>1.5:</b> If the structure was built between 1st Jan 1923 to 31st Dec 1947 (the LMS era), does it retain the majority of its original features?	<i>Not applicable.</i>
<b>1.6:</b> If the structure was built between 1st Jan 1948 to 31st Mar 1993 (the BR era), is it of sufficient quality to distinguish it from similar surviving buildings / structures from this period located elsewhere in the country?	<i>Not applicable.</i>
<b>1.7:</b> If the structure was built after 31st Mar 1993 (the modern era), is it a building / structure of exceptional quality and / or a particularly innovative design?	<i>Not applicable.</i>

**2: Architectural interest**

<b>2.1:</b> Is the building / structure part of a collection or group that all adhere to a similar historic architectural style / design?	<p><b>Yes.</b> Much of the heritage value of the SCRCA arises from the remarkable survival of a large number railway-related structures from the Midland Railway era. The majority of these are distributed in a series of discrete clusters, linked by the railway line they were built to serve.</p> <p>Network Rail's signal box database<sup>1</sup>, lists 93 remaining signal boxes of Midland Railway origin representing 12 standard MR design-types (along with two non-standard designs). Eight of these (covering four of the standard design-types) are located within the SCRCA:</p> <table style="margin-left: 40px;"> <tr> <td>Hellifield South Junction</td> <td>Midland Railway type 4c</td> <td>built 1911</td> </tr> <tr> <td>Settle Junction</td> <td>Midland Railway type 4c</td> <td>built 1913</td> </tr> <tr> <td>Settle Station</td> <td>Midland Railway type 2a</td> <td>built 1891</td> </tr> <tr> <td><b>Garsdale</b></td> <td><b>Midland Railway type 4c</b></td> <td><b>built 1910</b></td> </tr> <tr> <td>Culgaith</td> <td>Midland Railway type 4a</td> <td>built 1908</td> </tr> <tr> <td>Armathwaite</td> <td>Midland Railway type 2b</td> <td>built 1899</td> </tr> <tr> <td>Low House Crossing</td> <td>Midland Railway type 2b</td> <td>built 1900</td> </tr> <tr> <td>Howe &amp; Co.'s Siding</td> <td>Midland Railway type 4a</td> <td>built 1916</td> </tr> </table> <p>All but one of these (Howe &amp; Co.'s Sidings) are located within one of the discrete 'clusters' of heritage buildings, thereby both adding to, and benefiting from a significant degree of 'group value' at a local level, as well as adding to the "Midland Railway feel" of the SCRCA as a whole.</p> <p>Two of these Midland Railway design signal boxes - Settle Station (MR2a) and Armathwaite (MR2b) are already operationally redundant and have since been restored by the Friends of the Settle-Carlisle Line. Both of these structures are now operated as museums dedicated to Settle-Carlisle Railway signalling. <b>If Garsdale signal box is protected for re-use in situ, three of the MR 'types (2a, 2b and 4c) will continue to be represented within the SCRCA. To complete the set, it may be worth seeking to retain Culgaith (type 4a) in-situ as well (its proximity to a public road, and its function as a crossing box both add to the appeal of this proposal).</b></p>	Hellifield South Junction	Midland Railway type 4c	built 1911	Settle Junction	Midland Railway type 4c	built 1913	Settle Station	Midland Railway type 2a	built 1891	<b>Garsdale</b>	<b>Midland Railway type 4c</b>	<b>built 1910</b>	Culgaith	Midland Railway type 4a	built 1908	Armathwaite	Midland Railway type 2b	built 1899	Low House Crossing	Midland Railway type 2b	built 1900	Howe & Co.'s Siding	Midland Railway type 4a	built 1916
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<b>2.2:</b> Is it a particularly fine, relatively unaltered example of a standard historic architectural style / design?	<b>Don't know.</b> Garsdale signal box is certainly an example of a standard historic design (a "Midland Railway type 4c" signal box), of which there are only ten surviving examples (see 1.2 above). Recent photographs of all ten would need to be obtained to facilitate an assessment and comparison. A series of photographs of Garsdale signal box can be reviewed at <a href="http://www.foscl.org.uk/content/scrca/structure_summaries/760">http://www.foscl.org.uk/content/scrca/structure_summaries/760</a> .																								
<b>2.3:</b> Is it an example of a style of building that is unique to and / or unique within the SCRCA?	<b>No.</b> It is a standard Midland Railway Company design. Network Rail's signal box database <sup>1</sup> contains ten remaining examples of "Midland type 4c" signal boxes in the UK, three of which are located within the SCRCA – see 1.2 for details.																								

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<p><b>2.4:</b> Is it a good early example of a new / innovative building type or construction technique?</p>	<p><b>No.</b> Garsdale (a.k.a. Hawes Junction) signal box opened on 10/7/1910, but the Midland Railway Company had been constructing modular signal box 'kits' to standard designs in its purpose-built factory in Derby since the 1870s. The technique was first used on the type 1 boxes; the type 4 boxes are a much later development of this already proven modular construction process.</p>
<p><b>2.5:</b> Has the building / structure received a national or international award or received national or international recognition for its design, construction / installation, or renovation / repair?</p>	<p><b>No.</b></p>
<p><b>2.6:</b> Was the building / structure designed or built by a nationally or locally important architect, builder, crafts-person, etc?</p>	<p><b>No.</b></p>

**3: Historic interest**

<p><b>3.1:</b> Is the building / structure part of a collection or group that collectively illustrate a key facet of economic, industrial, social, or cultural history?</p>	<p><b>Yes, no, and maybe.</b></p> <p>The Settle-Carlisle Railway was the last of the great British railway routes to be constructed without the aid of heavy earth-moving machinery. It has been billed as the last 'hand-built' railway and wealth of primary-source reference material (including contemporary newspaper accounts, parliamentary records, plans, etc), survive to tell the story of its construction. The corporate and political machinations that led to it being built, together with the subsequent fight to save the line from closure in the 1980s, have elevated the line to almost legendary status. However Garsdale signal box dates from a re-signalling exercise undertaken more than thirty years after the line was constructed. It does not, therefore, add to the construction story. While the Midland Railway Company operated the line for 45 years, very little remains within the SCRCA from this 'operational' period. The most notable remnants of the MR operational period are the eight signal boxes listed in 2.1 above (which includes Garsdale signal box), and the almost continuous set of distance-markers (a.k.a. mileposts) located at quarter-mile intervals along the full length of the SCRCA. The question that needs to be considered at a national level is: <b>does any other section of railway in the UK have a better 'group' of Midland Railway structures dating from both the construction and operational phases of a Victorian-era railway?</b> Unfortunately, the author does not have access to the information required to answer this question.</p>
<p><b>3.2:</b> Is it a particularly fine example of a building / structure that illustrates a key facet of economic, industrial, social, or cultural history?</p>	<p><b>No.</b> Manual signalling is set to become obsolete on the National Rail Network, but there are in the region of 200 preserved railways that will continue to rely on manual signalling. There are also numerous museum exhibits dedicated to explaining the principles of mechanical railway signalling and two of these are located within the SCRCA (namely Settle Station Signal box and Armathwaite Signal box).</p>
<p><b>3.3:</b> Does the building / structure illustrate a once common activity or process that has since become rare or ceased to exist?</p>	<p><b>No.</b> See 3.2 above.</p>
<p><b>3.4:</b> Is the building / structure associated with a particularly interesting or important historical figure?</p>	<p><b>No.</b></p>
<p><b>3.5:</b> Did the building / structure play a significant part in the fight to save the Settle to Carlisle railway line from closure during the 1980's?</p>	<p><b>No.</b></p>

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<p><b>3.6:</b> Does the building / structure have any other significant historical associations?</p>	<p><b>Yes.</b> Garsdale Signal box (then known as “Hawes Junction”) played a significant role in the Hawes Junction Disaster on Christmas Eve 1910. Garsdale signalman Alfred Sutton cleared all of the 'down' signals for the northbound Scotch Express, forgetting that a pair of light engines were already standing on the down line waiting at the advanced starter (located well to the north of the station). Fourteen people were killed as a result of the inevitable collision. Garsdale signal box could be used to tell this story (rather than just the signalling story) once it ceases to be needed for railway operations.</p>
<p><b>3.7:</b> Is the history and interpretation of the building / structure enhanced by the existence of a significant contemporary or historic written record?</p>	<p><b>Yes.</b> Excellent contemporary accounts relating to the 1910 Hawes Junction Disaster are available. A vast quantity of both primary and secondary reference material relating to the Settle-Carlisle railway in general is also available.</p>
<p><b>3.8:</b> Is the structure part of a group or cluster of structures that, taken together, tell a significant part of the Settle-Carlisle Railway story (e.g. the line’s original construction and / or its historic operation)?</p>	<p><b>Yes.</b> The history of Garsdale signal box to some extent mirrors the history of the Settle-Carlisle Railway as a whole. The current structure dates from 1910 and is representative of the Midland Railway Company’s network-wide re-signalling exercise that began in the 1890s. Garsdale signal box was mothballed in 1983 as the line was being run-down for closure, but was subsequently re-opened in the 1990s as traffic increased again following the line’s reprieve. In 2008, its opening hours were extended to 24/7 to cater for the massive increase in freight traffic.</p> <p>Like many railway workers in the more isolated spots on the line, the signalmen working in the structure were part of a tight-knit railway community. Many lived in the nearby railway-built housing and they socialised with the locals in the large room beneath the tank house (since demolished, although a short section of the east wall is still visible in the car-park). The story of this isolated community has been well documented by W.R. Mitchell, and the signal box could be used to tell that story (rather than just the signalling story) once it ceases to be needed for railway operations.</p> <p>From its opening on 10<sup>th</sup> Jul 1910 until 1<sup>st</sup> Sep 1932, the structure was known as Hawes Junction signal box, reflecting the fact that it controlled the only junction on the line (the junction of the main Settle to Carlisle line with the branch line to Hawes). Once it ceases to be needed for railway operations, this structure could be used to tell the story of the junction and branch line, along with the story of the turntable, pilot engines, the water troughs, Ruswarp the dog and, of course, the amazing scenery in which it sits.</p> <p>Finally, with the construction dates of the surviving examples spanning more than a century, the thirteen remaining signal boxes between Hellifield South Junction and Carlisle chart the story of the signal box from a relatively early example of standard Midland Railway design (Settle Station, built in 1891) to the Portacabins of Kirkby Thore (installed in 1994). A side-by side comparison of all the signal boxes remaining within the SCRCA can be downloaded from: <a href="http://www.foscl.org.uk/node/1035">http://www.foscl.org.uk/node/1035</a>.</p>

**4: Aesthetic merits and visual value**

<p><b>4.1:</b> Does the building / structure reflect local building styles, use local materials or display any other distinctive local characteristics – i.e. does it contribute to a ‘sense of place’ or of ‘local identity’?</p>	<p><b>No:</b> Quite the opposite: it is a standard corporate design, example of which were once common across much of the British Isles.</p>
<p><b>4.2:</b> Does it contribute to the overall appearance and / or amenity of the local area?</p>	<p><b>A personal opinion = yes.</b> Along with the waiting room, it balances the two structures on the opposite platform. It sits well alongside the station buildings and workers’ housing and its red and cream colour scheme brings a bit of ‘warmth’ and vibrancy into an area dominated by greens and browns. Along with its SCRCA neighbours, it serves as an outpost of and a physical (as well as metaphorical) link to ‘civilisation’ in an area that most people would consider bleak, barren, and almost devoid of human life.</p>

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<p><b>4.3:</b> Does it contribute significantly to the 'character' (i.e. the overall look &amp; feel) of the SCRCA?</p>	<p><b>A personal opinion = yes.</b> Its standard Midland Railway Company design fits-in with, and supports the overall Midland Railway theme that is central to the Settle-Carlisle Railway Conservation Area. At a more local level, it forms an integral part of a tight cluster of railway-related structures associated with Garsdale station, all of which contrast markedly with the rugged and sparsely populated landscape in which they sit. This entire scene is the very essence of the Settle-Carlisle Railway: an enormous railway station apparently in the middle of nowhere, the signal box standing sentry over the railway, but dominated in turn by the mighty peaks and expansive fells of the Yorkshire Dales and Northern Pennines.</p>
<p><b>4.4:</b> Does it enhance, or markedly contrast with, the natural landscape in which it sits?</p>	<p><b>Yes.</b> See 4.1 and 4.2 above plus 4.5 below.</p>
<p><b>4.5:</b> Is the building / structure a notable / iconic 'landmark' – either during a railway journey through the SCRCA, or when viewed from publicly accessible locations in the wider landscape?</p> <p><b>4.5.1:</b> Does it help rail passengers ascertain their current location during a journey on the railway?</p> <p><b>4.5.2:</b> Is it a prominent or dominant feature in the landscape when viewed from a distant road, footpath, hill-top, etc?</p> <p><b>4.5.3:</b> Is it considered to be 'iconic' for some other reason?</p>	<p><b>Yes.</b> The group of structures clustered around the station, especially the red and cream of the signal box, are clearly visible from the majority of the surrounding hills. The signal box acts as a beacon in a wild and rugged landscape. During a long walk in the fells, it is probably the place you have come from, or the place you are heading towards. Its position part-way along the northbound platform is unique on the line: for the train-borne traveller, spotting this structure means that one is unquestionably at Garsdale.</p>
<p><b>4.6:</b> Is there anything else that marks-out this building / structure as being worthy of special protection - i.e. anything else that means it might warrant national listing, local listing, conservation in-situ and / or removal and preservation elsewhere?</p>	<p><b>No.</b> (At least, not that I have identified so far.)</p>

**5: Education, leisure and general 'heritage' value**

<p><b>5.1:</b> Does the structure (or group of structures) offer significant scope as an educational resource?</p>	<p><b>Significant = no. Modest but worthwhile = probably.</b> See 3.6 and 3.8 above.</p>
<p><b>5.2:</b> Does the structure have potential for public interpretation?</p>	<p><b>Yes.</b> See 3.6 and 3.8 above.</p>

**6: Practical considerations (including safety, condition, cost, accessibility and visibility)**

<p><b>6.1:</b> Is the structure sufficiently distant from operational railway lines to enable it:</p> <p><b>6.1.1:</b> to be safely accessed, used, and maintained?</p> <p><b>6.1.2:</b> to minimise all potential risks to the operational railway?</p>	<p><b>Borderline, but probably workable.</b> Gaining entry to the structure would be no more dangerous than standing on the platform waiting for a train. However, maintenance work on the structure will require special working practices to protect the safety of platform users and to protect the operational railway (as well as to protect those working on the structure itself).</p>
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<p><b>6.2:</b> Is the structure itself suitable for practical re-use, either for its original purpose, or for some other purpose (e.g. conversion to residential, commercial, or leisure use)?</p>	<p><b>Yes, but limited.</b> Conversion for residential or commercial use would almost certainly be both impractical and unacceptable. Conversion to an interpretation centre / visitor centre / museum should be perfectly feasible (within the SCRCA, the redundant signal boxes at Settle Station and Armathwaite have already been converted to such a use, as has the main station building at Ribbleshead). As for whether the SCRCA really needs another signal box museum, that is somewhat debatable. However, there are alternatives (see 3.6 and 3.8 above). That said, it would be beneficial if the key signalling equipment (especially the lever frame and block shelf instruments) could be retained as they form an integral and important part of the structure's historic context – especially in terms of the role that it played in the 1910 Hawes Junction accident.</p>
<p><b>6.3:</b> Can the structure be accessed safely and legally:</p> <p><b>6.3.1:</b> on foot for detailed evaluation, conservation, restoration and / or maintenance activities?</p> <p><b>6.3.2:</b> on foot by the proposed new 'occupants' (including members of the public where appropriate)?</p> <p><b>6.3.3:</b> by road? (Consider proximity to and access from a public road, any restrictions affecting vehicle size or weight, and the availability of (or the feasibility of providing) safe and secure parking facilities.)</p> <p><b>6.3.4:</b> by rail? (The SCRCA is effectively a linear heritage trail and the public train service provides a physical link between 'groups' of heritage structures at, and immediately adjacent to, each of the 'open' stations. The use of these train services is not only appropriate in terms of the context of the SCRCA, it is also highly desirable on environmental grounds.)</p>	<p><b>Borderline, but probably workable.</b></p> <p>Gaining entry to the structure requires gaining access to the station platform. As this does not constitute a public right of way and has not been designated a public place, access land, or similar, a special access agreement would be required.</p> <p>There is vehicular access to the rear of the structure, but this is not suitable for wide / long / heavy vehicles. The legal status of the vehicle access would need to be checked.</p> <p>The structure does not comply with disability accessibility regulations (and it is unlikely that it could be made to do so), therefore an exemption may be required.</p> <p>On the other hand, rail access to the site could not be better as the structure is located on the platform of an open station served by a regular passenger train service.</p>
<p><b>6.4:</b> Is it likely that funding and other resources will be available to conserve, maintain, staff and / or interpret the structure in the short- or medium-term?</p>	<p><b>Possibly.</b> The two organisations that are most likely to consider taking-on this structure when it is no longer needed for railway operations are the Friends of the Settle-Carlisle Line (FoSCL) and the Settle-Carlisle Railway Trust (SCRT). Both of these organisations already lease, maintain, staff and interpret redundant railway structures within the SCRCA. Whether or not either (or both jointly) could and / or would want to take-on Garsdale signal box is a matter for them to discuss and decide over the next few years. However, the SCRT has already lodged a formal 'expression of interest' with Network Rail regarding taking-on this structure when it becomes operationally redundant. A common problem with all ex-Midland Railway signal boxes is that the lower portions of the corner-posts tend to suffer badly from rot as a result of being buried into the ground. Rectifying this problem (e.g. by lifting the structure, laying a concrete raft and replacing the rotten sections of timber) can be a costly and potentially difficult task and, in the case of Garsdale box, it could be particularly difficult as the structure is built on stilts on sloping ground. The need for, and cost of, long-term stabilisation work such as this will need to be factored-in when considering the viability of in-situ conservation.</p>
<p><b>6.5:</b> Is there a strategy for securing the structure's future in the longer term?</p>	<p><b>Formally, no. Informally, yes.</b> See 6.4, 3.6 and 3.8 above.</p>

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**6.6:** If safety issues and / or a lack of viable re-use options rule-out restoration or conservation in-situ, is relocation a feasible alternative to demolition? (Consider cost, the availability of an alternative site and the potential for a viable and valuable re-use as well as all the practical aspects of turning the idea into a reality.)

**Yes, but. Restoration** or conservation in situ without a viable re-use is not a sensible route forward for this structure. Its timber and glass construction, combined with its exposed yet publicly accessible location, mean that natural deterioration would be rapid while vandalism would be almost inevitable. Relocating the structure elsewhere would be possible, but costly. Access to the site for a crane and lorry might be difficult or impossible. Other SCRCA signal boxes are less-suitable for re-use in-situ, therefore they would probably be the better candidates for relocation and re-use. **Bearing in mind everything else in this document, restoration and re-use in situ is probably the best option for this structure.**

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<sup>1</sup> Network Rail's signal box database was posted (in the form of a downloadable Excel spreadsheet) on <http://www.networkrail.co.uk/community/interest-groups/signalling-heritage/> on 18/2/2013.

<sup>2</sup> Gough, John: "The Midland Railway - A Chronology", The Railway and Canal Historical Society (1989)

<sup>3</sup> Anderson, V.R. & Fox, G.K.: "A Pictorial Record of Midland Railway Architecture", Oxford Publishing Company (1985)

Full details of the Settle - Carlisle Railway Conservation Area (SCRCA) Historic Structure Recording Project can be found on the Friends of the Settle-Carlisle Line Website at: <http://www.foscl.org.uk/content/scrca-project-introduction>.

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