

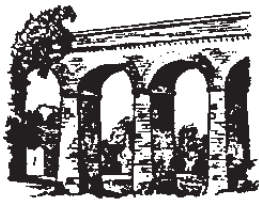
SETTLE - CARLISLE RAILWAY  
JOURNAL

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Michael Portillo visits 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

President: The Hon. Sir William McAlpine Bt.

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

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

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

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Settle-Carlisle Partnership **Website:** www.settle-carlisle.co.uk

**Northern Rail:** Customer.relationships@northernrail.org or telephone: 0845 000 0125

Group Bookings: grouptravel@settle-carlisle.co.uk

Steam Train Running: www.uksteam.info

**NEXT MAGAZINE:** Copy date for the May 2012 magazine will be Friday 13th April. Articles, news items, photographs and letters are always welcome. Views expressed in the magazine are not necessarily those of the committee. You can email the magazine at: editor@settle-carlisle.co.uk. For electronic (PDF) copies of the magazine please contact the Editor. Past copies of the magazine may be seen at: www.foscl.org.uk

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

Four ads for the price of three if booked at the same time. Please supply on disk or by email; 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.

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**Cover Photo: Michael Portillo (r) with FoSCL Vice President Edward Album at Carlisle station on January 23rd. Photo: Richard Morris**

# Chairman's Report

## FoSCL Chairman Richard Morris writes:

**T**hursday, 5th January: no trains between Carlisle and Glasgow because it was windy. Meanwhile the good old S&C was running to time. Doesn't this call into question the merits of electric trains? Get snow and ice and third rails can't function; a gale and the West Coast Main Line grinds to a halt. And with global warming this sort of extreme event is going to happen more often.

A few weeks ago I left Settle on the 15.45 to Carlisle on a day of gales, one of those days when the becks on Mallerstang Edge are blown back uphill in a plume that looks like smoke. The driver stopped twice around Stainforth to remove tree branches from the track and at Ribbleshead it was wild. The train tilted a bit as we approached the viaduct, but once on it the parapet provided some protection and we proceeded at normal speed.

Fact is, our dear old 158s have done very well in this winter's wild and windy weather, and did pretty well at -12 degrees Celsius last winter. So why is the rail industry besotted with electric trains? Granted they're quieter than diesels, and we're told they're cheaper to maintain. More environmentally friendly? What, when you burn lots of coal (towed down the S&C from Ayrshire) to generate electricity, much of which gets lost in transmission...?

We're the reliable line then, so let's have some nice new DMUs. Ah, but we've just built the last DMUs ever, London Midland's spanking new 172s. I went on one the other week, very nice, 3-car standard. How come London Midland got all these for a suburban commuter route, Dorridge-Birmingham-Worcester, while we get their cast-off 150s? Yes, and we did see a 150 on the S&C the other day!

Your fares in the North are too low for new trains, says the Transport Minister. OK, how does £40 Leeds-Glasgow sound? We have the data from FoSCL's on train surveys, we know exactly where passengers go. So we can work out the revenue to Northern from our trains and prove the minister wrong. More on this in the next magazine, by which time our campaign for a better service will be taking shape.

Enough of this rant, or the Editor will have a go at me for taking up too much space. I'm supposed to be reminding everyone that when you renew, your new membership card is only sent out with the next magazine. If we sent them all out separately it would cost a fortune in extra postage. Yes, when you first join we send you a card immediately, but not when you renew.

I must give a brief mention to the Settle Station Water Tower. Mark and Pat Rand's year-long conversion project is to be the subject of Restoration Man on Channel 4 on 16th February. A fortunate few were invited to the topping out ceremony on 22nd December, when the glass-panelled roof room was hoisted into place. It's an amazing achievement!

One thing you should know: your Committee is actively considering charitable status for FoSCL. This would give us increased income through Gift Aid and would probably encourage people to leave us money in their wills – we've had one or two instances of people who specifically wanted to leave a legacy to a charity and were disappointed when they found we weren't one. If we do decide to go ahead it will be necessary for the Membership to approve it at a Special General Meeting.

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

Congratulations to Robin Hughes of Dent Station fame: his conversion of the Snow Huts at Dent into self-catering accommodation was highly commended at the National Rail Heritage Awards ceremony in London in December. There was also an excellent article on Dent Station in the Daily Telegraph on 7th January, in which FoSCL got a nice mention.

Oh, and a lovely spin-off from the Awards: the Lord Mayor of London (no, not Boris, he's merely the Mayor of London) was presenting the awards and made a short speech in which he said how much he appreciated the S&C and that he is a member of FoSCL! And we never knew! I was all set to go and introduce myself but he was spirited away immediately after his speech, so I wrote him a letter afterwards inviting him to come and see us when he's just a bit less busy. My Lord Mayor, if you're reading this, I will take you up on your kind invitation to tea at the Mansion House!

Which brings us to the subject of the S&C's heritage and museums. Although it was closed for the winter, Anne Read, Curator of the Folly Museum in Settle, kindly showed me round on 13th December. There is a complete room dedicated to the S&C, with a full 00 gauge model of Settle Station and environs in the 1950s. It could actually be a working model if someone could fix one of the engines. Would any model railway enthusiasts out there like to volunteer? Not forgetting a mention for Nigel Mussett who has been doing sterling work in updating the display boards in the room. He's also working on a 12-foot long map of the entire line on a corridor wall, a real labour of love.

You'll remember from the November magazine that the early morning through train southbound had caused uproar among the commuters of Settle in October by being seriously late almost every morning, most often due to its being held up by a freight train in front. FoSCL's unofficial experts recommended that the freight train leave Carlisle after the passenger train. By not looping at Blea Moor or Hellifield it could still meet its original path through Leeds. Network Rail are working on this, but so far it hasn't happened. We live in hope...

Monday 23rd January: Michael Portillo is visiting the Settle-Carlisle Line. He's making a radio documentary on the post-Beeching closures. His researcher had contacted us for someone knowledgeable to speak to him, we racked our brains and decided the most appropriate person was Edward Alburn. It was Edward to whom Michael Portillo, as the then Minister of State for Transport, wrote on 11th April 1989 to announce the reprieve from closure – see Edward's article in the November issue of this Journal.



**Michael Portillo (r) seen with FoSCL Chairman Richard Morris in the Ribbleshead station Visitor Centre on Monday January 23rd.**

**Photo: Pete Shaw**

The two of them were to stay in the Hallmark Hotel, Carlisle on the Sunday evening, then travel on the 08.53 for interviews with Edward, Pete Shaw, Tony Freschini and your Chairman at Ribbleshead. I was delighted to be asked to travel down from Carlisle with them. Arriving at 08.17 on the commuter train, I was hanging around on the platform to await the arrival of the radio party, when I spied John Stevenson, MP for Carlisle, arriving to catch the train to London. A friendly conversation on what we might do to develop the station ensued and we were still chatting when Michael and entourage swept down the ramp on to the platform. I quickly waylaid him and introduced myself, then had the pleasure of introducing the local MP to a former Transport Minister. Not in your Chairman's job spec, but one is always glad to be of service, especially if it might benefit the Line!

When Edward arrived, I cheekily asked the two important gentlemen if they would pose in front of the imposing gateway to the Settle-Carlisle Line, part funded by FoSCL. All these years later it seemed appropriate to commemorate their joint efforts in the battle against closure with a handshake captured by the camera. And the result can be seen on the front cover..

## Editorial

**W**elcome to the February 2012 issue of the Settle-Carlisle Railway Journal. It's a bit late to wish everybody a Happy New Year but I do so anyway!

Our last issue was deliberately designed to be somewhat provocative but elicited surprisingly little comment apart from one member who took issue with the 'Tabloid-Style' headline. I stand by this headline: we all know that the refurbishment of the line was prompted by the renaissance of freight traffic but people matter too and those people using the trains to commute to work got a very raw deal last Autumn. As always, please let us know what you think: as we used to say in my old trade "you cannot upset me - I've been insulted by Italians!" (in our case usually orchestral conductors). Please feel free to write on any topic: or for a much quicker dialogue use our web forum at [www.foscl.org.uk](http://www.foscl.org.uk)

Lastly, have a good look at page 19 and the contributions to Settle station's Christmas activities from Settle Church of England Primary school. A lot of us are, shall we say, not getting any younger and FoSCL needs to look much closer towards its future. I hope that there will be much more to report on this in future issues.

**Paul A. Kampen - [paul.kampen@gmail.com](mailto:paul.kampen@gmail.com)**

*Michael Portillo seen on the 08.53 Carlisle - Leeds train as he studies the Settle-Carlisle Lineguide. Note also the sea of S&C branded coffee cups!*

*Photo: Richard Morris*



# FoSCL Notes

## AGM Notice

The 2012 Annual General Meeting of FoSCL  
will be held on Saturday April 28th  
in the Hallmark Hotel Carlisle  
(just outside Citadel station)

An agenda paper and the minutes of the 2011 AGM and SGM are enclosed with this copy of the Settle-Carlisle Railway Journal. Please bring the agenda paper with you to the meeting - we may not be able to supply a replacement and you will need it in order to vote.

Registration will be from 10.45 hrs and the meeting will commence at 11.45 hrs.

There will be an opportunity for members to ask questions; these can be sent in advance to: [paul.kampen@settle-carlisle.com](mailto:paul.kampen@settle-carlisle.com)

There will be a break for lunch after which, at 14.15 hrs, the speaker will be John Stevenson M.P. - Member of Parliament for Carlisle.

The hotel offers a discount of 15% for food on production of a valid rail ticket.

**Paul A. Kampen - Secretary**

## Coming Events

**28th April: FoSCL AGM at Carlisle** - see above.

**1st - 7th May: ride2stride festival.** See flyer sent out with this copy of the Settle-Carlisle Railway Journal.

**24th June, 18 & 19th August, 23rd September:** Railwayana Fairs at Carnforth Heritage Centre.

**2nd June - 9th June:** Railfest, York. Volunteers needed. See page 7.

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

## Membership Matters

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

Mr. J. R. Bridgford - Prestbury, Cheshire.  
Mr. H. Jordinson - Horsforth, Leeds.  
Miss B. G. B. Marshall - Austwick.  
Mr. W. R. Moss - Cork, Ireland.  
Dr. R. T. Pemberton - magazine packer - Baildon, West Yorkshire.  
Mr. A. Wilkinson - Kendal, Cumbria.  
Mr. J. Worsdale - Knebworth, Hertfordshire.

Could members who wish to purchase or renew a FoSCL Dalescard (formally Gold Card) please note that the price of these has been raised to £15 with immediate effect; this includes an administration charge. Could members who are renewing their subscriptions please also note that new membership cards are not sent out until the subsequent magazine mailing.

**Peter G. Davies**

### Online Membership is back!

We're pleased to announce that you can once again renew your membership online: just go to [www.foscl.org.uk](http://www.foscl.org.uk) and click on the Membership tab. You can also make donations online if you wish.

Why was this facility withdrawn in the first place? Up until last summer we had an online shop and we were using this for membership applications and renewals as well – not ideal, but it served and was well used. Then we were warned of a potential security exposure from hackers. The financial information was safe, but personal details could have been acquired by unauthorised people; we felt the risk was too great and decided to take the shop down.

We've commissioned our web site developer to produce a secure membership system with customised, easy to use web pages. After thorough testing, we went live with this in mid-January and it's proved an instant success. It will pay for the development costs in a very short space of

time.

The next step is to create a new online shop. This had proved very popular for Christmas 2010 and we undoubtedly lost some revenue in 2011 by not having the facility available. We'll produce a specification shortly, get it developed using the same secure system as for membership and will hope to go live in mid-year.

What about Friends' Dalescards (formerly known as Gold Cards)? They're not available for purchase online at the moment; we took the view that they're not strictly part of the membership system and should in future be available from the online shop. In the meantime please use the Contact Us form on the FoSCL web site for further information.

**Richard Morris**



## Events and Volunteers

**December Events:** During the month of December, the Settle-Carlisle was busy holding several festive events.

It started off with the **FoSCL Christmas Lunch** at the Falcon Manor Hotel, Settle where 80 members enjoyed a wonderful Christmas Lunch. Drew Haley from Northern Rail gave a very entertaining and interesting after-dinner speech, giving an insight of his days when he first started working for the railway.

On Thursday 8th December a **Carol Service** was held on Ribbleshead Station with people from the local church at Chapel le Dale attending. As one of the trains stopped at the station, the carol singers on the platform were in full voice, much to the delight of the passengers on the train. (Pat Beckwith adds: *The Ribbleshead carol service on the 8th December was great, despite hostile weather conditions. Over 30 people turned up for the service within the former ticket hall - see photo below - and then sang to the slightly late 17.42 to Leeds in cold howling winds intermingled with sleet. This year we collected money for 'Save the Children' and over £20 was raised.*)

On Friday 9th December a **Christmas Music Evening** was held at Hellifield Station

attended by over 90 people. Settle Voices Choir soon put us in the Christmas spirit with some beautiful Christmas music. The audience enjoyed singing traditional carols followed by mulled wine and mince pies.

On Saturday 10th December it was **Settle Open Day**. Once again Settle Voices Choir sang our well-known carols on the station whilst people were drinking sherry and eating mince pies. It was good to see so many people popping in and out. (Pat Rand adds: *many thanks to all those people who helped with this event, whether baking mince pies, serving sherry, washing up or 'meeting and greeting' guests. Special mention to Rob Gingell who, as usual, travelled from his home in the USA to be with us at Christmas, and to Brenda Moss for overseeing everything with her usual friendly manner besides baking 15 dozen mince pies.*)

On Saturday 17th December a **Christmas Lunch** was held for people living in the north. This was at the Brief Encounter on Langwathby Station. After a wonderful Christmas meal, Mike Carrier, who was the Operations Manager in Carlisle, gave a very interesting talk on his railway career.

**Future Events:** FoSCL have now booked a stand at **Railfest** which is a big celebration of Britain's railways. This is being



**Visitors to the Ribbleshead carol service well wrapped up against the cold in what was the Booking Hall of Ribbleshead station.**

**Photo: courtesy Pat Beckwith**



held in the **National Railway Museum, York**. The dates are the 2nd June - 10th June (9 days). We are looking for volunteers to man the stand and although we have several names, we could do with a few more. Please contact me and I will send you a form. The event is open 10am-5pm daily.

**The Carnforth Heritage Centre** are holding several Railwayana Fairs. It would be useful if FoSCL could have a stand at these fairs, but it would need a volunteer to take on this project. The dates are 25th March, 24th June, 18 & 19th August and 23rd September.

Much further ahead, we are in the early planning stages of celebrating the **25th Anniversary of the saving of the line** which will be the 11th April 2014. Suggested plans at present, are to run a special steam train to Carlisle, a dinner in Carlisle, a special service in Carlisle Cathedral and a special event to be held at Ribbleshead. There will be many other events and exhibitions and once again we will be looking for lots of help from volunteers. We already have a well-known personality booked for the main event.

A Settle Walking Festival: **ride2stride** has been organised and will take place 1st-7th May. A programme of walks and events can be found on the website [www.skyware.co.uk](http://www.skyware.co.uk).

Ribbleshead Visitor Centre is hoping to open longer hours this coming Summer, This will depend on whether there will be sufficient volunteers. If you would like to help out, in the first instance please contact me. There are no set days for volunteering, it is just as and when people are available.

**Volunteers:** All our volunteers continue with their dedicated work for the Friends of the Settle-Carlisle Line. Recently we changed our leaflet distribution system and I was concerned that we would not have enough volunteers to cover all the work that has to be done on distribution. To my amazement I now have a full team of volunteers and a waiting list. They are proving to be outstanding, as we now have implemented a system to record the quantity, together with the destination of all leaflets. These statistics will be analysed in 6 months time so that we can plan more thoroughly in the future what the needs are for printed material.

**Ruth Evans**

**01729 825454**

**email : [ruth.evans@settle-carlisle.com](mailto:ruth.evans@settle-carlisle.com)**

**Guests at the Langwathby Christmas lunch on 17th December 2011. Left is Ruth Evans and right is Joan Corbett. To Joan's right is Robin Corbett of the Settle signalbox team and On-train Guide Tony Iles.**

**Photo: courtesy Ruth Evans**



## New Committee Members

The FoSCL committee has co-opted two new members to its ranks in order to provide extra committee input for our ever-widening activities.



**Alan Glover** is a semi-retired accountant and lives in Hexham, Northumbria. He has been a member of our on-train guide team for some time and now takes responsibility for the the on-train surveys which are crucial in our planning for the forthcoming round of franchising

submissions.



**Craig Tomlinson** is originally from Skipton, and he currently works on the M6 as a traffic officer for the Highways Agency. He was introduced to the railways at a very early age by his grandfather who worked for BR at

Skipton. He began volunteering for FoSCL in 2007 at Armathwaite and, since 2011, has become involved at other stations at the northern end of the line. He is also involved in selling items on eBay for FoSCL.



We look forward to working with both in the years to come.

## Spreading the Word

Ribble Valley Community Rail Project Officer Brian Haworth and Marjorie Birch hosted a meeting at Accrington Eco Station with colleagues from the Friends of the Settle and Carlisle Railway - Paul Kampen and Joy Smith - towards the end of December. Paul and Joy are looking for ways to engage with local children along the S and C and came to Accrington to look at the successful 'Brian The Bull' project and to see if this style of engagement could work with schools along the S & C line.

Brian and Marjorie gave a brief overview of the project and emphasised the need to have clear curriculum links in place for whatever work with local schools is to be carried out. Examples of work produced by schools in East Lancashire were viewed by Paul and Joy and several good ideas came from the ensuing discussions.

It was felt by all present that this was a really useful meeting and the Partnership has offered to help the S & C group wherever possible in their aim to further involve schools in the S & C areas. Both groups have agreed to share good practice in their work with schools and to keep in touch via a meeting perhaps twice per year.

## Brian Howarth

### Christmas Mail Orders

From August to December 2011 Jimmy Richardson and myself spent every Friday wrapping your orders.

My thanks go to all who ordered early and who also sent their good wishes. It is good to hear from everyone. Items on the order form, apart from calendars, are available throughout the year and I would be pleased to hear from you anytime: my address is in the front cover of this magazine.

## Kath Smith

*Jimmy Richardson with the orders.*

*Photo: Kath Smith*

## Guided walks Co-ordinators report 2011

2011 has seen another successful year of free guided walks for the public using trains operating on the Settle to Carlisle and Leeds to Morecambe lines. 24 volunteer leaders organise walks with at least one walk every Saturday and many additional ones on Sundays and Wednesdays throughout the year.

During 2011, 158 walks were arranged (117 from the Leeds-Settle-Carlisle trains, 18 from the Leeds-Morecambe trains and 23 from the Carlisle to Settle trains).

A total of over 1000 people have come on the walks during the year. Many are 'regulars' who join the walks frequently but it is pleasing to report that most walks also have somebody new to the group. The total distance covered by all the walks during the year was 1,723 miles!

As well as leading walks, a number of the leaders have contributed to devising and publishing a series of 10 'postcard' walks. These are short circular walks of between one to two and a half hours from a number of stations along the line. They are aimed at 'non-walkers' who are in the area and want to explore the immediate surroundings of the stations. All the walks are on clear paths and the postcard includes full route descriptions and a sketch map. Details of the relevant OS map are

also included. The cards are selling for 60p each and are available from the FoSCL shops at Settle and Appleby stations.

In May a number of walk leaders joined other FoSCL volunteers to help with Northern Rail's 'Stakeholder Day' at Settle. Also at Settle, in October, a commemorative plaque was unveiled by members of the Wainwright Society at the station to mark the start and end of AW's Pennine Journey. This was a walk undertaken by Alfred Wainwright on the eve of the Second World War from Settle through the western Dales to Northumberland and Hadrian's Wall before returning via Kirkby Stephen and Appleby to Settle. After unveiling a plaque in the station waiting room, a number of FoSCL walk leaders accompanied members of the Wainwright Society on a walk taking in the first few miles of the original journey.

In December over 40 regular walkers and leaders met at Settle for a walk around Stainforth and Catrigg Force before heading to the Hart's Head Hotel at Giggleswick for a very enjoyable Christmas meal. This walk was led by Andy & Rosemary Feather who also organised the meal – many thanks to them.

Finally a big thank you to all the walk leaders who turn out week in, week out, to lead these walks and bring customers to the line we are all proud to support.

**David Singleton**



*The group who did the walk before heading off to the Hart's Head at Giggleswick for the walkers's Christmas meal on 17 December 2011. Photo: David Singleton*

## Meet Your Committee Douglas Hodgins - Vice-chairman & Stations Co-ordinator

I was born and brought up in Glasgow and, on leaving school, started as an office boy (yes, there was such a title all those years ago) in a firm of Stockbrokers.

I was fortunate, by working hard, promotion came along and I soon had a more senior job in the office and a higher salary to go with this exalted post.

I met Margaret, my wife, and some forty years ago we were married and are still together to this day. She deserves a medal for putting up not only with me but also with my life long interest in railways.

As a young boy I spent the school holidays sitting by the railway line noting the numbers of the endless stream of steam hauled trains, both passenger and freight, which passed through Bishopbriggs on the Glasgow to Edinburgh main line.

As I grew older I joined the S.R.P.S., the largest preservation group in Scotland, and ended up as chairman of the Railtour Committee; we ran about a dozen excursion trains each year and I am pleased to say that SRPS Railtours continues to this day.

As the years passed I was appointed a Director of my Company and became a Member of the Stock Exchange. This all happened during the 1980s and the financial sector was by then showing signs of dramatic change. In 1990 I decided

to seek a move within the group and the Carlisle office had a vacancy which was offered to me and, in April 1991, we moved to Church Brough, a small village four miles from Kirkby Stephen. I was able to commute to work in Carlisle by train. However, after a few years the 'powers that be' decreed that Kendal would possibly be a better location so off I went again, the downside being I had to drive to my place of business. I opted for early retirement in 2001, the best decision I ever made, considering the turmoil ruling in markets over the past few years.

Prior to moving south I made regular forays to the S & C both to photograph trains and to journey on the train over this scenic line.

I seemed to meet up regularly with an individual, at first I thought he was rather strange, with his long beard and hair; it was uncanny how, without making any prior arrangements, we ended up in the same field together to photograph a train. We were usually thwarted by a black cloud obscuring the sun at the vital moment. It duly transpired that this fellow was on the FoSCL Committee. In the long periods between trains he extolled the virtues (?) of being on the Committee and in 2005 I was elected at an A.G.M. and I am pleased to say I continue to serve as your Vice Chairman to this day.

I had not long been elected when it was suggested that FoSCL should have a representative on the Board of the Settle Carlisle Railway Development Company and I am currently Chairman of this Company.

Being on the board/committee of both organizations does mean a heavy workload but for light relief Margaret and I tend the gardens at Appleby station - plus we manage a fair bit of painting of benches at stations.

Looking to the future there remains a place for FoSCL in today's railway scene but it does need people to give of some of their free time to join the Committee, after all, none of us are getting any younger.

Before closing, the fellow in the field is still on the Committee; we sit opposite each other at our meetings!

*Douglas prepares to lay a wreath at the railway service, Mallerstang, 10th May 2009.*



## John Johnson Carlisle and Armathwaite Signalbox Representative

I was born at Corbridge - Northumberland but then lived in Fourstones, near Hexham, Northumberland. In 1980, when aged 23, I moved to Carlisle. My first job in Carlisle was as a buttermaker but I moved on to Pirrelli - the tyre makers - in 1987 and I am still there.

I joined the Friends in 1984 - the same year that I first travelled the Settle - Carlisle - and fell in love with the line straight away. In 1989 I started to deliver lineguides to all the guest houses and hotels in Carlisle but I didn't join the committee until 2004. I felt that the north of the line needed a voice and I just wanted to get involved and do my bit.

My main commitment is to be in charge of Armathwaite signal box, a project which I started in 2002. I think that it would be in a very poor state now if I hadn't come along: it is now like a little museum and well worth a visit.

My other projects include the creation of a Cumbrian Christmas lunch at the Brief Encounter, Langwathby. The lunch has just enjoyed its 8th year and just gets better. Last July, with my wife,

Tracey, I organised a party to celebrate the 25th anniversary of the re-opening of Armathwaite station. I am now getting shops in Cumbrian villages to sell post card walks of their villages and I hope to start school visits to the signal box in Armathwaite this year.

The S&C brought my wife Tracey and myself together when, by chance, we met on Appleby station in March 2009. We went on a guided walk and, one year nine months later, we got married at the Appleby Manor Hotel. I hope to be on the committee for a long time yet. MAY THE FRIENDS BE WITH YOU.

**John Johnson/ JJ**

*(John adds: Once again we had a very successful Christmas lunch at the Brief Encounter; the food was the best yet and the service excellent despite three staff going down with illness. A big thanks to Gordon and his staff; also to Gordon for the hamper as first prize in the raffle which raised £42 for the signalbox. Thanks also to John Martin for his posters which were the other prizes. Mike Carrier gave us a excellent talk on his life on the railways and this was enjoyed by all.)*



**John Johnson  
on the steps of  
the preserved  
Armathwaite  
signalbox.**

**Photo:  
Tracey  
Johnson**

# News Notes

## App Launch

Carlisle MP John Stevenson has launched the UK's first dedicated iPhone app to act as an on-train guide for passengers. Speaking at an event at Carlisle's Hallmark Hotel, he described the 21st century communication technology behind the app as today's equivalent of what the Victorians achieved when they built the railway network in the 19th Century.

The MP was talking to an audience of more than fifty drawn from local media and business leaders at the launch of the Settle-Carlisle Railway App. The guide is aimed at tourists and passengers travelling the line, and provides them with comprehensive information about its history, places to visit, and businesses which offer services such as accommodation and food. Alongside the directory, there's a unique audio guide to the railway, recorded by BBC Radio 4's Mark Holdstock. The commentary is synchronised with the journey through the use of GPS technology, and gives a fascinating insight into the construction and history of what has become known as England's most scenic railway.

The project was the inspiration of our Chairman, Richard Morris, who approached the leading Cumbrian app developer Creative Apps with the idea. The campaign in the 1980s was

responsible for keeping the line open against the wishes of British Rail. Today we work alongside partners such as the Settle-Carlisle Railway Development Company and train operator Northern Rail to promote the line around the world.

Richard Morris said, "We believe this is the first time that this latest technology has been used to provide passengers with such in-depth on-board information. We're delighted that we've been able to bring the project to fruition, and know that it will encourage even more people to enjoy this unique experience".

Drew Haley, Client and Stakeholder Manager at Northern Rail in Leeds, welcomed the release of the app. He said, "At Northern Rail we strive to offer the best service to our customers. This app allows us to go one stage further by enhancing the excellent on-board volunteer train guides organised by the Friends of the Settle-Carlisle Line. Now everyone with an iPhone can have their own virtual guide sitting with them, providing a truly personal service from Settle to Carlisle and back."

The launch was organised by Carlisle-based event management group CA Events, and guests were treated to a breakfast of bacon and sausage rolls. It comes at an important time for the line, which has just seen a timetable change



**L - r: FoSCL Chairman Richard Morris, Robin Burgess (Chief Executive of Cumberland Newspapers Group), Mark Holdstock (BBC Radio 4), Ian Fisher (app developer), Barry Earp (Mayor of Carlisle and former DevCo director), John Stevenson MP, Mrs Earp (Lady Mayoress). Carlisle.**

**Photo: Cumberland News**

to provide an early morning through link between Carlisle and Leeds in both directions. It's a move which attracts John Stevenson's approval as he works to build Carlisle's reputation as a business centre and tourist destination. The MP said, "The city has much to offer, and the fact that this app was produced entirely within the area is a sign that Carlisle is as capable as anywhere else of taking the lead in technological and creative innovation. Our tourist industry can only benefit from this type of initiative."

The Settle-Carlisle Railway Guide app is now available free in Apple's App store. For further information contact Richard Morris on 07875 534424.

### Photo Exhibition

**Chris Dyson** writes: I'm having another small photo exhibition at the Penyghent Cafe at Horton from the 11th Feb until after the Easter weekend. There will be pictures of the S&C and also landscape shots of North Ribblesdale.

### Ride2stride Settle-Carlisle Walking Festival 1st to 7th May 2012

Welcome to ride2stride: Ride2stride is a festival of walks, talks and music along the fabulous Settle-Carlisle railway line. It's a week-long celebration of the

wonderful landscape and culture of the western Dales and upper Eden Valley. The festival is made up of lots of events and activities and things will be happening along the length of the line. Walks will be led from stations by experienced walk leaders. Speakers will share their local knowledge and love of the area and the pubs will be buzzing with music and song.

Ride2stride is for everyone who loves the Yorkshire Dales. Whether you travel to an event by train, live along the line or book your holiday to take advantage of the festival, we're sure you'll have a great time.

The festival is being organised jointly by an ad-hoc committee representing a number of organisations including:- Friends of the Settle-Carlisle Line, Friends of DalesRail, Yorkshire Dales Society, SCENE (Settle-Carlisle Enterprise Network), Skyware Publishing, and the 3 Peaks Folk Club.

For more information please visit the festival web site [www.ride2stride.org.uk](http://www.ride2stride.org.uk) and look out for the printed festival programme, a copy of which is enclosed with this magazine.

### Mr David Stevens

The FoSCL committee would like to thank Mr David Stevens of Bradford, West Yorkshire, for his help with the Armathwaite signalbox project.

## SELF CATERING HOLIDAYS AT LONG MARTON STATION

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

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



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or ring David & Madeleine Adams on:  
0161 775 5669 or 01768 362022  
or email: [djma@talktalk.net](mailto:djma@talktalk.net)

## News from the S&C Development Company

After about 15 years we said a fond farewell to the wonderful Town Hall in Settle as our main and registered office. Craven District Council put the Town Hall up for sale last year and eventually it was bought by a private developer, Marshall Taylor Properties Ltd.. Jeremy Taylor has been present quite a few weekends since the sale went through in December but the building has deteriorated markedly since the summer, especially with the wet weather. The Dev. Co. took the decision to move out until improvements have been carried out but with a view of perhaps moving back. We wish Marshall Taylor well with the development – the Town Hall is a grand old building central to the community and with a long association of public service. Our new office is situated in Commercial Courtyard, Settle.

Many of you will be aware of the new rail service operating on the Cumbria Coast by DRS to encourage rail travel to and from the nuclear plant at Sellafield. The new service is for an initial six weeks to see if it is viable. If all parties decide to make the service permanent it will need to be agreed by the DfT.. DRS approached the Dev. Co. to see if we could put a trolley on. With only a couple of weeks notice many people, notably our staff, DRS and Northern staff, worked extremely hard in order to make this happen. The first trolley operating from Carlisle to Barrow and returning from Barrow on a Northern

service took place on Tuesday 17th January – with the next one operating on Thursday 19th. We will be covering Tuesdays and Thursdays from then on with two staff members who are normally based at Appleby. It's an extremely early start for them and once again we are reminded that our company survives because we have brilliant, dedicated people working for us.

There are some exciting developments on the horizon in 2012 and it's certainly not all doom and gloom in Settle-Carlisle land. Network Rail look set to start improvements on the upside waiting shelter at Appleby. 'Welcome to Yorkshire' recently won the World Travel Award for World's Leading Marketing Campaign (for the second year running) and visitor numbers are increasing. The Dales Railcard scheme and associated WYPTE winter offer has once again kept passenger numbers healthy in the winter and group travel bookings are already good for the year ahead. Thanks to the efforts of all organisations involved in this amazing line we really have a lot to be excited about and proud of.

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

### Sellafield Excursion

Tuesday 24th January: I get up at 4.15 am in order to catch the special Sellafield workers' train from Carlisle. Why? Not

*Sandra Foster, of the Settle-Carlisle Railway Development Company, serves a customer on the new early-morning DRS Carlisle - Sellafield - Barrow service.*  
**Photo: Richard Morris**





because I enjoy a pitch black morning, cold with rain, sleet and wind, but because I want to see for myself the four coaches hauled by a DRS Class 37. I also know that the Settle-Carlisle Railway Development Company is trialling a refreshment trolley service on this train, and today's the day!

At 06.10 am 37423 is resplendent at Platform 1 on Carlisle station, chuntering to itself at the head of its four pale green coaches. There are trainspotters taking photos – me too. Sandra is already on board with the trolley, looking lost in the cavernous guard's van.

We leave on time, Sandra pulls the trolley along the narrow aisles of the coaches and does good business. There's a right-angled kink in the middle but with both of us pushing and shoving we get past. It's pitch black and will remain so for most of the journey.

After St Bees we do a head count. There are 92 people on the train, and 66 get off at Sellafield. It's only been going a few days but already it seems to be serving the purpose intended.

The train continues to Barrow-in-Furness where we get off and park the trolley in a locked cupboard along with a large machine which may or may not be a floor polisher and some very big plastic bottles of mineral water. Sandra has a plan: we have an hour to spare, just time for a bacon bap in J D Wetherspoon's – excellent! My first time in Barrow: it's not especially pretty in the grey dawn light with added rain.

Back home on a Northern Rail 156, lightly loaded. A few coffees are sold but it's not that lucrative. We sit and admire the grey, cloudy seascape. At this point I discover Sandra's secret: she has gone beyond trainspotting, she is a token-spotter! At St Bees there is a sort of miniature signal box. Sandra is convinced that this is the token-minder's office, as she has correctly divined that there is a stretch of single track between here and Whitehaven and believes that a physical token is still in use: the train can only proceed if the driver is in possession of the token.

Someone issues from the office and appears to go to talk to the driver but we can't see what's going on. The train departs,

halts briefly at Corkickle then goes through the short tunnel to Whitehaven, where they change drivers. Our man gets out of his cab and walks down the platform and there, in his hand, is the proof! A rectangular piece of metal about 6 inches long. We are delighted, at long last we've found the holy grail and seen a genuine token!

The rest of the journey is a bit of an anti-climax, except for the two ladies who get on at Workington and ask what the trolley is for. "It's a trial", I say, "the coffee's excellent." "Wonderful, I've waited 22 years for this." says the one lady. "That's the last time we had a trolley on this line." What more can one say?

**Richard Morris**

# N<sup>o</sup>5

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Cottage**



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[WWW.5railwaycottages.co.uk](http://WWW.5railwaycottages.co.uk)

## Bus Links for the Spring

Use the bus to help you access places just off the line and undertake new walks and explorations. The Saturday Dent bus meets the 08.49 ex Leeds train at Dent Station for Dent Town, Sedbergh and Kendal - it is expected that the late afternoon return bus from Sedbergh & Dent will be reintroduced from Easter so please check for details. Try this bus by joining us on the Dentdale Stroll on Sat March 10th starting downhill from Dent Station at 12.12 and catching the bus back up to the station

The Little White Bus runs daily from Garsdale Station to Hawes connecting with many trains and feeding in to buses from Hawes down Wensleydale to Leyburn and Northallerton. Connections on Sundays are much improved so take advantage of the longer days to explore Wensleydale; the bus will also take you over Buttertubs Pass into Upper Swaledale Monday to Saturday on a Demand- Responsive basis - ring 01969 667400 to book.

Cumbria Classic Coaches provide an all year round Vintage Bus service from Kirkby Stephen Station to Barnard Castle on Wednesdays . The 581 bus connects Settle with Austwick, Clapham Village, Ingleton and Kirkby Lonsdale Monday to Saturday with good connections at Giggleswick Station off morning Morecambe trains from Leeds.

Lancashire passengers benefit from two major improvements in bus services. The Bowland Transit now runs through from Clitheroe (connecting with trains from Manchester) to Settle and Horton in Ribblesdale with Dunsop Bridge, Slaidburn, Tosside, Wigglesworth and Rathmell on Mondays to Saturdays whilst on Sundays the 0810 X43 from Manchester forms the 0915 872 from Burnley via Nelson, Colne and Barnoldswick to Skipton, Cracoe and Grassington. These buses are ideal for Lancashire DalesRail users who are itching to get back into the Dales before the DalesRail summer season starts.

Good news is that the Dales & Bowland Community Interest Company are sourcing new funding to keep the popular DalesBus network running in the face of austerity - more details in the May

magazine or: [www.dalesbus.org](http://www.dalesbus.org) or pick up a free timetable from S&C stations and Tourist Information Centres. Some weekday services will have a different operator from April as a result of retendering but timetable changes will be minimal.

If you can spare a few hours to help with the distribution of publicity please contact John Disney on 0115 9322356 or: [media@dalesandbowland.com](mailto:media@dalesandbowland.com)

We urgently need more volunteers to help us to spread the message!

**John Disney**

## 564A Dent Explorer Bus

It is almost a year since Cumbria County Council announced that they were suspending the Dent bus following which a significant effort was made to save the service. Against all the odds Dent Parish Council were able to come up with a rescue package assisted by grants from FoSCL and others. It is true to say that without this support the service would have suffered an early demise.

Services throughout summer 2011 have been well supported by both locals and rail passengers alike. Indeed, the service has continued throughout the winter months despite the issues of running to Dent Station which must rank amongst the highest bus stops in the country!

At the time of writing an application is in progress to the newly formed Dales Integrated Transport Alliance [DITA] for funding to continue the service beyond 31st March 2012. However all parties are optimistic that a favourable decision will have been made by the time of publication of this magazine and that services will continue into the foreseeable future.

The bus provides excellent opportunities for walking in Dentdale and the various nearby hills of Whernside, Rise Hill, Great Coum and Middleton Fell. With the anticipated later return service there is the possibility of an extended walk into the Howgills. For the less hardy there is the possibility of a visit to the various pubs, cafes and attractions in Dent and Sedbergh, perhaps combined with a gentle stroll along the riverside.

The bus departs Dent Station at 10.20 [Saturdays only] returning from Sedbergh at 15.00 and Dent at 15.15. From Easter it is hoped that the later return service will operate as last year. Please come and give this excellent service a try!

**John Carey**

### Lancashire DalesRail 2011

2011 was not a vintage year for Lancashire DalesRail when twenty of the twenty-seven operating Sundays had rain at some point. This, plus the poor economic situation, had a marked effect on the numbers of daytrippers using the service though the number of walkers remained buoyant. Total usage of both trains was 4936 (9872 passenger journeys) compared to 5774 in 2010. The ratio of walkers to non-walkers was 70:30 compared to 60:40 the previous year.

The connecting bus services were reasonably well used and made a small operating profit. As an experiment, a series of short walks was organised from the second train. Numbers joining them varied greatly and the experiment will be repeated in the coming season.

One bright spot during the 2011 season was the 'unveiling' of a 'DalesRail' wrap on a Class 156 unit at Blackburn Station in May. Hopefully this unit will publicise DalesRail across many parts of the Northern network in the north west.

The 2012 season will commence on Sunday, April 1st and continue through to Sunday, October 21st. and at thirty Sundays the longest ever, requiring over 150 guided walks to be planned and led by Lancashire Rail Rambler leaders. Connecting buses will operate to various destinations every fortnight from the first DalesRail train. The second train from Preston to Carlisle will commence on Sunday, May 20th and run until Sunday, September 9th. Northern have reorganised the fare structure for 2012 with stations reduced into four groups. As a result, many fares have been reduced for the longer journeys.

You can keep up-to-date with news of Lancashire DalesRail at: [www.dalesrail.com](http://www.dalesrail.com)

**Craig Ward (Chair, Lancashire Rail Rambler Committee)**

### Kirkby Stephen classic vehicle rally

This annual event is scheduled to take place over the Easter weekend (check for details at the Kirkby Stephen Tourist Information Centre). A selection of wonderful old buses ply between Kirkby Stephen West station (on the S&C) to the town, and then on to Brough. Various exhibitions and displays in the town make a fascinating transport experience; all connected by the buses.

**Pete Shaw**

*Vintage buses at the Kirkby Stephen rally.*

*Photo: Pete Shaw*



## Surveying the Settle-Carlisle Conservation Corridor

The Friends of the Settle-Carlisle Line (FoSCL) has recently begun an exciting long-term project to identify and record; then assess, monitor and manage the condition of a wide-range of historic structures within the Settle-Carlisle Conservation Area. One of the key drivers behind this project is a growing realisation that these historic structures are gradually being altered, replaced or removed, even though they are located within a Conservation Area. This is particularly the case with structures that are no longer needed for current railway operations. Unfortunately, the true extent and pace of these changes cannot be properly assessed as there has never been a comprehensive survey of these structures. Hence this project.

During the initial (and most urgent) phase of the project, the priority will be to locate and photograph structures that can be seen from public rights of way or other publicly accessible locations (such as station platforms, forecourts, drives, carparks, etc.).

In addition, documents, photographs and film / video footage covering the full 78-mile long Conservation Area will be reviewed. During a later phase, Network Rail and / or other landowners will be approached to see if permission can be obtained to safely and legally visit / record structures located in the less accessible areas. The information and material collected during this project will be shared with all relevant parties, but will remain the property of FoSCL.

Throughout the project, the team will work closely with Network Rail, the Yorkshire Dales National Park and other relevant local authorities. Although these organisations have a statutory obligation to monitor, manage and protect the Conservation Area, they are finding it increasingly difficult to justify doing so in the current economic climate - particularly for structures that are no

longer needed for the safe and efficient operation of the railway. However, by working in partnership, we hope to be able to pool and coordinate available resources to obtain maximum benefit. This leads us to our first appeal: If you have any photographs, cine-film or video, plans, drawings, or other records that you think might be useful to the project team, we would be grateful if you would contact Ruth Evans (see below for details) outlining briefly the nature and content of the material and your terms regarding the use of that material (e.g. permanent gift, copy & return, view & return, etc).

This is an enormous project for a relatively small volunteer organisation and many hands make light work - which leads us to our second appeal: If you would be willing to help with some of the workload (inside or out), please contact Ruth Evans to register your potential interest. We will then contact you in due course to discuss what we need and how you may be able to help.

With your assistance, we should be able to record (and then help to conserve) the myriad of items that help to create the 'atmosphere' that makes the Settle-Carlisle Railway so special.

The centre-page spread contains a selection of photographs illustrating some of the structure-types that will be covered by this survey.

**All photos: Mark Harvey.**

Ruth Evans (FoSCL's Volunteers Coordinator) can be contacted via e-mail: [ruth.evans@settlecarlisle.com](mailto:ruth.evans@settlecarlisle.com) or by post: Ruth Evans 49 Kings Mill Lane, Settle, North Yorkshire BD24 9FD.

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



*Pupils from Years Four and Five of Settle Church of England Primary School provided colourful pictures and decorations for Settle station at Christmas 2011.*

*FoSCL is hoping to collaborate with schools in the S&C corridor for various projects in the next couple of years.*

*Photos: Richard Morris*





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1: Gatepost & 'kissing-gate', Ribbleshead. 2: Ground-frame & associated shed / cabinets, Ribbleshead. 3: Half-mile post, Horton-in-Ribblesdale. 4: Pier number plate, Ribbleshead Viaduct.



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5, 6 & 7: Weighbridge Office & line-side huts, Horton-in-Ribblesdale. Photo 6 also shows part of the cattle dock & some typical-pattern diagonal fencing. 8: Line-side hut north of Ribbleshead viaduct.



9



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12

9 & 10: The station buildings at Dent. 11: The Station-Master's house, Ribbleshead. 12: The tank house & stables, Settle.



13



14



15



16



17



19

13 – 19: The diverse range of bridge styles in the 2-miles between Ribbleshead and Blea Moor tunnel.



**19:** Some parts of the Conservation Area contain particularly high concentrations of railway-related structures and the section between Ribbleshead and Blea Moor certainly falls into this category. Candidates for the survey visible in this view of the **south portal of Blea Moor tunnel** (*left*) include: a retaining wall (with recess); earth-sided and rock-sided sections of cutting (the latter recently clad in wire mesh to protect the track from rock-falls); the tunnel mouth with keystone & datestone just visible (see *inset* for a clearer view taken from the top of the cutting); a retaining wall with safety railing; a rubble-filled land-slip repair; a highly unusual lineside hut (why is it at such an odd angle to the running lines?); equipment cabinets, a quarter-mile post (249¼ rail miles from London St. Pancras); a bracket-style colour-light signal (protected by a cast-concrete retaining wall); cable troughs and lineside drains. (The lead loco is 66 006.)



**20:** The structures visible in the second view of **Blea Moor** (*above*) include: drystone boundary walls & concrete post & wire trackside fencing; a recently added land-drain (to reduce the risk of landslides); semaphore signals & a modern camera post; occupation bridge, aqueduct & tunnel mouth; equipment cabinets & a porta-cabin type store; signal box & the brick-built base of ?what?; a railway worker's cottage & outhouse; spoil-tips & ventilation shaft (the *inset* is a close-up of one of the shafts higher up Blea Moor); and the track-bed of the tramway that was built to enable the railway to be constructed. As an aside, the curving nature of the route can be fully appreciated in this photograph, although in reality the curve is nowhere near as severe as this highly compressed perspective suggests.

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*Above: He had to get up early for this one! 66016 silhouetted against the sunrise near Lunds at 08.02 with the 6L92 Blackburn - Carlisle on 19th October 2011.*

*Below: At 10.46 on the following day, a 'Pink' Class 66 No 66101 at Ribblehead with the 6M00 cement empties from Mossend to Clitheroe.*

*Photos: John Hooson*





## Bookfair at Settle

The annual Settle bookfair will take place in the Victoria Hall on Easter Monday 9th April from 09.30 to 16.00 hrs. The event usually has a good number of stands offering second-hand, rare, and out-of-print books on a wide range of subjects. The Victoria Hall is often the venue for the FoSCL AGM. For details, or to book a stall, contact 01729 825718.

**Pete Shaw**

## Electric Bikes

Appleby Chamber of Trade have three electric bikes that are available for hire. They are located at the Midland Hotel just by Appleby station on the Settle Carlisle Railway. <http://www.themidlandhotellappleby.co.uk/> Contact Carl Bendelow: (017683 61885, [bendelow@btinternet.com](mailto:bendelow@btinternet.com)) for further information.

## Kirkby Stephen Development

The conversion of the former offices and later the Caretakers flat at Kirkby Stephen into a second holiday let is progressing. This will be a larger holiday let than Holiday Let No. 1 (known as the Platform Cottage) and will have the benefit of a garden with magnificent views and ground floor disability access. Depending on carrying out the necessary modification work and obtaining Building Regulation approval it is hoped to have this holiday let available for letting from next Spring.

The Trust is greatly indebted to Patricia and Tony Beckwith for their initiative, expertise, generosity and hard work in giving this enterprise such potential.

**David Ward**

## A Pennine Journey

*A Pennine Journey long-distance walk to be managed by new Supporters Club*

After much consideration, the Wainwright Society Management Committee has agreed to pass over the role of 'Responsible Organisation' for the Pennine Journey long distance footpath to the Pennine Journey Supporters Club.

This new body, in course of being established, will have as its primary purpose 'the support and promotion of the Pennine Journey' and its founder members are comprised mainly of Wainwright Society members who have been involved with the Pennine Journey project since its inception in 2005. The name of the new body reflects Alfred Wainwright's membership of Blackburn Rovers Supporters Club at the time he walked his 1938 Pennine Journey.

The Club will seek to engage with local communities and organisations in achieving its aims which, if successful, will bring economic benefits to those communities through which the route passes.

The Management Committee of The Wainwright Society has recognised that, for the Pennine Journey to make a real impact, there is a need for the 'Responsible Organisation' to be more locally-based when compared to the widespread membership of the Society.

The Wainwright Society wishes the Pennine Journey Supporters Club every success and hopes to see the route waymarked at the earliest opportunity. More information can be found at the project's website: [www.penninejourney.org.uk](http://www.penninejourney.org.uk)

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

#### Stay at Kirkby Stephen Station

All year round Accommodation available for full weeks and short breaks

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[www.sandctrust.org.uk](http://www.sandctrust.org.uk) to find out more

## Awards Phil Thickett

FoSCL sends its congratulations to Mr Phil Thickett who has been awarded the MBE in the Queen's Honours list. Mr Thickett is from South Yorkshire where he started his railway career in Barnsley. Promotion saw him moving to supervisory positions in Knottingley, York and Leeds Neville Hill from where he retired as Northern Rail Operations Manager in 2011. He spoke at the FoSCL AGM for 2004.

## Bob Smith

Bob Smith, Northern Rail's Driver Team Manager at Skipton, has won the 'Outstanding Personal Contribution' award at this year's National Rail Awards. He was praised by judges for inspiring his network of 250 drivers on a daily basis. His knowledge of Northern's class 333 fleet is unrivalled and Bob was commended for sharing that knowledge with his colleagues and external parties, such as manufacturer Siemens who holds regular meetings with Bob to draw on his expertise!

On a number of occasions Bob has gone over and above what is expected of him, such as the occasion he was off duty and heard a train had derailed. He rushed to the scene and helped make the unit safe before transferring it to the nearby sidings to ensure service along the line could resume as soon as possible.

Another act that caught the judges' attention was in October 2009 when a tree brought down overhead wires, trapping a number of trains. Again Bob was off duty but, when he became aware of the incident, immediately called in and offered his services. He then attended all the stranded trains and helped passengers to the safety of their nearest stations.

## Anne Read

The Hon. Curator for the Museum of North Craven Life, the Folly, Settle, Mrs Anne Read, has been awarded the MBE in the New Year Honours 2012.

FoSCL sends its congratulations to all three.

## Water Tower Blog

The water tower at Settle station is finished - at least for television purposes. The TV programme is to be screened on *Restoration Man* from 9pm to 10pm on Thursday 16th February. Depending on the postal service this may be timely or frustrating news. But fear not, if you missed it on 16th February you can see it again on Channel 4OD.

Our episode is the final one of *Restoration Man series 2*. Our aim all along has been first and foremost to restore the tower so that it regains its association with the other buildings of Settle station. I think we have succeeded but you will have to judge for yourselves. Almost all the feedback we have had has been favourable.

We had an impromptu visit the other day from Michael Portillo, ministerial saviour of the S&C. He appears in the TV programme but until his recent visit had not actually seen the tower. We both reflected on the hidden benefits of the line's salvation. We agreed that magnificent structures like the Settle station water tower would have almost certainly succumbed had the line closed.

Although finished for TV purposes there is still a lot to do. Network Rail have recently demolished a wooden building at Appleby and this will become our garage during 2012, so saving another original S&C building from the pyre.

## Mark Rand



*Work in progress in the tank looking towards FoSCL's weather station.*

*Photo: Bob Swallow*

## Obituaries Peter Moore



The Chairman of Ribble Valley Rail Peter Moore passed away on Wednesday 11th January peacefully at home. Our sincere condolences go to his widow Joan and her family at this very sad time.

Over the years the name Peter Moore has been synonymous with the Clitheroe to Blackburn Line. He was the Chairman of Ribble Valley Rail, since its formation in 1986, until his recent death. Under his chairmanship RVR were successful in their eight-year campaign for the re-opening of the line to passenger traffic, which had ceased in 1962. Since the re-opening of the line in May 1994 the organisation has continued to work for improvements to the service, infrastructure and reliability.

Peter's personality, his unbounding energy and enthusiasm enabled him to gain the ear of MPs, chief executives of local government, Regional Railways and TOCs, just most recently Northern Rail. He was delighted when in May 2007 the line gained Community Line status. Peter recognised the value of being part of a Community Rail Partnership as being the way forward and his contributions were always valued. He will be sadly missed by his many friends and colleagues in the rail industry and beyond and particularly by his friends in his beloved Ribble Valley Rail.

**Marjorie Birch – Vice Chairman -  
Ribble Valley Rail**

## Alan Wilkinson

It is with sadness that we record the death of Alan Wilkinson on December 5th, aged 54. Originally from Tamworth, he regularly came to photograph trains on the S&C during the 1990s and then managed to gain new employment with Tarmac Northern. This enabled him to move to Cumbria, residing in Levens near Kendal. He sometimes provided pictures for the FoSCL magazine; became an On-Train-Guide to give commentaries to parties travelling on Sundays; acted as a marshal for the Ribblesdale viaduct fund-raising walks; he also helped with Lineguide distribution in Lancashire. He leaves a widow, Diane, to whom we send our condolences.

## Robert Armitstead and Pete Shaw

### Dr Robert Pemberton

We also record the death of Robert Pemberton on December 10th, aged 78. A long term resident of Baildon, West Yorkshire, he went to Salts Grammar School, then to the University in Leeds becoming a specialist in blood disorders at Seacroft hospital. When we re-located the FoSCL magazine packing operation to Baildon he readily volunteered and became a regular member of the team who prepare the quarterly mailings. He was a committee member of the Bradford Railway Circle and often went on European railway holidays with Tracks North. Other interests included natural history, leading to explorations on the Galapagos Islands; and the study of apple tree varieties. He attended Baildon Methodist Church, where his funeral was held on Thursday January 5th; this was attended by Pete Shaw and Paul Kampen on behalf of the FoSCL committee.

### Pete Shaw

### Mrs Joyce Bayes

FoSCL members who are regular walkers will be saddened to hear that Mrs Joyce Bayes, the wife of Peter Bayes - the proprietor of the Pen-y-ghent Cafe at Horton-in-Ribblesdale, - passed away on Saturday 21st January.

## Tommy Frith

Retired Movements Inspector Tommy Frith died suddenly in the Cumberland Infirmary, Carlisle on Monday 14th Nov. 2011. He was born at Rosgill near Shap in 1931 and did various jobs before joining British Railways in 1956 as porter/signalman at Clifton Moor on the ex LNER Eden Valley line. He then gained promotion to full signalman at Rockcliffe on the Caledonian main line north of Carlisle. His next moves were as relief signalman, Carlisle, covering such locations as Aspatria, Silloth, Longtown, Southwaite, Plumpton, Penrith No. 3 and the north end of the S&C. Tom married Joan in 1955 and, after he was promoted to his first supervisor's position at Blackburn, they moved house there from Calthwaite in 1978, where he covered the south end of the S&C to Blea Moor as well as East Lancs.

Further promotion took place two years later in 1980 when he was appointed Chief Movements Inspector for Carlisle Area Manager, moving house again to Carlisle, eventually covering most of Cumbria and the full length of the S&C during the very difficult period when the line was under threat. Further difficult times took place in 1992 when, under re-organisation leading up to privatisation, the Area Manager's organisation was disbanded and the Cumbrian Coast and S&C lines were hived off to new managements away from Cumbria. This left Tom with only the WCML and Carlisle PSB to manage and, along with many others, he retired early in March 1993.

He enjoyed days out, current affairs, dominoes and sport and continued to keep in touch with old colleagues. He is survived by Joan, sons David (who is Network Rail S&T supervisor for West Cumbria), Colin and daughter Lynn along with their spouses and families who all live locally.

Tommy's funeral was on 22nd November at Penrith Methodist Church followed by burial in Penrith Cemetery. He will be remembered by many. RIP.

## Ken Harper

## Ribblehead Station Master's House Latest Developments

The refurbishment scheme to completely refurbish the house to its original Midland Railway external condition with a modern interior is now at a critical stage.

The flat roof extension on the North end of the house added by the earlier residents and the pitched roof extension at the rear added by King Edward V11, Lytham, School have been demolished. These extensions did not have adequate foundations, were in poor condition and the pitched roof extension, built of composition stone, was subsiding away from the house. These extensions would therefore have had to be demolished whatever scheme was decided upon for the future of the house. Externally the house now appears as it was originally built by the Midland Railway but without the porch over the front door at the station end and the courtyard at the viaduct end, both of which will be replaced under the refurbishment scheme. The house can now be seen to have a much more balanced and pleasing appearance than hitherto.

The interior of the house has been completely stripped out to its basic structure to enable it to dry out and to facilitate detailed inspection of the main fabric. The chimney flashings, gutters and fallpipes have all received attention to prevent any further ingress of damp. These will be repaired at the refurbishment where required. The stripping out has revealed some rot in the main roof members and the joists in two of the upstairs floors.

Phase 1 of the project is therefore now complete. Splicing in new wood to remove the rot in the roof members, renewal of the floor joists and replacing the upstairs ceilings before the bats return from their winter hibernation will form Phase 1(b) and the specification for this work was issued in January. The complete internal refurbishment, replacement of the courtyard and porch together with replacement of all the windows, barge boards and ridge tiles to Midland Railway design will form Phase 2 which it is hoped to start in May this year to enable completion by next Autumn.

The cost of all this work



at estimated commercial prices is approximately £250,000. The Trust has been fortunate to obtain a large grant from the Railway Heritage Trust which together with gift in kind from Network Rail and sale of Bonds amounts to £185,000 towards these costs. In addition negotiations are in hand to take out a mortgage for £25,000. This leaves at least £40,000 to find before the Phase 2 contract can be let.

On pages 31 and 32 of this Journal you will find an Appeal for contributions towards this final stage in completing the refurbishment of the Station Masters House back to its original purpose as a residence.

When completed the House will provide a worthy and proud appearance to the approach to Ribbleshead Station and remove what has been an eyesore to perhaps the most iconic location on the Settle to Carlisle Line. It will also regenerate for future use another important S&C building and will become the only typical Station Master's House on the line as all the others have been significantly modified by their new owners. The Trust will be able to claim Gift Aid from all donations from standard rate taxpayers so the value of every £100 donated will be worth £125 to the Trust. I hope

therefore you will donate as generously as you can to this Appeal so that we can complete this valuable project which should be self-supporting once it is completed.

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

*Above: The house as it now - note the pile of rubble behind the van which is all that is left of the pitched roof extension.*

*Below: The Stationmaster's living room.  
Photos: Richard Morris*



## Special Traffic Report

Charter trains have been much reduced towards the end of 2011, with perhaps the economic recession hitting the excursions market.

Oct. 22nd	47580/57601	Ayr - York
Oct. 26th	57601/47580	Hooton - Carlisle
Nov. 2nd	67029	York - Carlisle

The special train on 2nd November was a novelty. It was a short-formation of just three coaches, in a dark maroon livery, with a DVT (Driving Van trailer) at the front in silver livery and powered by 67029 at the rear, also in silver livery. This comprises the DB Schenker "management train", but the purpose of their visit to the S&C is unclear.

On December 18th a Voyager was diverted via the S&C working the 12.45 Preston - Carlisle; and 47851/47854 were also diverted with empty coaching stock Carlisle to Carnforth.

Forthcoming planned diversions are the Saturday-only 18.37 Edinburgh - Crewe on March 31st - May 12th.

**Pete Shaw**

### Steam Charters

The highly successful 'Fellsman' operation will run again on Wednesday 6 June then every Wednesday from 4 July - 29 August.

Departing from: Lancaster 08.05/20.20 Preston 08.35/19.25 Bamber Bridge 08.50/ 19.05 Blackburn 09.05/18.50 Clitheroe 09.35/18.20 Long Preston (near Settle) 10.50/17.25. Locos are - LMS Stanier 8F 48151 - LMS Jubilee 5690 *Leander* – LMS Stanier Black Five 44932.

For full details call reservations on 0845 310 2458 or 2489, or book online and save 5% - [www.statesmanrail.com](http://www.statesmanrail.com) (NB: *FoSCL committee members do not have exact timings*

*or booking details for steam or other charter trains - please contact the operator).*

**46115 at Green Gates/Birkett Common on 01/11/11 with the Train of Hope charter.**

**Photo:  
Pat Arrowsmith**



## Visit Wensleydale and its railway!

*We have some great days out! You would be very welcome – or ask if we can arrange a special visit, on a date of your choice, for your U3A, Rotary or other membership group.*

**T**o help bring extra passengers, Wensleydale Railway runs a programme of themed excursions and guided walks (in addition to the renowned murder mystery evenings, jazz trains, diesel galas and so on). Using scheduled trains, WR's volunteer couriers and walk leaders highlight aspects of the Wensleydale countryside and/or heritage, thus adding value to a day out on the railway. Sometimes payments to other businesses for coach hire, meals and admission fees cascade money into the local economy too, which helps to cement a sense of community partnership and win support for the future.

**This year's programme of themed events:** includes early-season favourites (Pink Rabbit's Easter Egg Hunt, from Redmire station to Bolton Castle on Easter Sunday, for example) but there will be some new opportunities too. Starting on Friday June 8, there will be several escorted tours from the East Riding (tel 01759 380407, not WR). Also we will be using the vintage bus service this summer, to get further up the dale so that we can cover new ground on WR's Leadmining and Smelting Walks. I am delighted to say that in August we will be able to tread in the footsteps of our predecessors of the 1880s and 1890s, who travelled on the Wensleydale railway to explore the geology of Mill Gill and the area around Askrigg.

**Diamond Jubilee Walks:** For the Queen's Diamond Jubilee Year, we have planned a 60(ish) kilometre footpath route through Wensleydale, to be walked in sections, covering the 40 miles between Garsdale (S&C) and Northallerton (ECML) by the end of the year. The first walk will be Tuesday April 24 (Aysgarth-Bainbridge) and the second on Friday May 4 (Garsdale-Hawes, see below), with a delightful Wildflower Walk on Friday May 25 (Redmire- Leyburn). Details will be on [www.wensleydalerailway.com](http://www.wensleydalerailway.com) (I will post a printed summary if you send an SAE to me at Dyke House (E&GW),

Askrigg, Leyburn, N. Yorks, DL8 3HG).

### Settle-Carlisle Walking Festival

**1-7 May, 2012:** See [www.ride2stride.org.uk](http://www.ride2stride.org.uk) Wensleydale Railway's contribution to the festival is the Garsdale-Hawes walk mentioned above, for walkers who catch either the 08.49 train from Leeds (arr. Garsdale 10.21) or the 08.53 train from Carlisle (arr. Garsdale 10.02). Two walks start from the station at 10.30. Option A is 10 miles /Strenuous (it means this!) whereas Option B is 6 miles/ Moderate. Return travel for both walks from Hawes to Garsdale station by coach/minibus (fare £3, concessions unlikely), to connect with the 17.27 to Leeds and the 16.16 or 19.40 to Carlisle. Although advance booking is not essential for this walk, it would be a great help in arranging return transport to the station if we know beforehand who will need it (please phone 01969 650349 or use the address above). Walkers should bring packed lunch and drinks and wear suitable footwear and clothing. **For accommodation information for Hawes and the surrounding area, see:** [www.wensleydale.org](http://www.wensleydale.org) or phone: 01969 666210.

### Ruth Annison



*This summit board was removed from Ais Gill and subsequently rescued (with permission) by a FoSCL member from a rubbish skip at Settle station approx. 15 years ago. If any member has any further information about the board - the dates when it was in situ at Ais Gill, who provided it, why it was removed etc., - could they please contact the Editor (contact details in front cover).*

Stay  
at...

**DENT**

Award winning luxury holiday accommodation at England's highest mainline station, weeks are available from £700 and now booking for 2012 there is some availability for 2011.



National Railway Heritage Award



RICS Tourism & Leisure Award 2008

BBC

As featured in a BBC2 documentary on England's great railway journeys.



Now  
available



**Snowhuts**

**DENT**

Newly refurbished luxury accommodation with weeks available from £350



The Snow Hut at the south end of the station has been refurbished as a luxurious bunk barn, including slate floors with underfloor heating, open plan accommodation with kitchen and wetroom, and with two wood burning stoves.

The Snow Hut is available on a limited weekly basis with first option to those who have already booked the station.

The weekly Snow Hut fee can start from £350 so please call for further information.



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

07824 66 52 66



# The Settle & Carlisle Railway Trust

The Settle & Carlisle Railway Trust is registered with the Charity Commission (No 702724) and has as its core objectives conservation and restoration of historic buildings and structures, promotion of public access and knowledge both in respect of the buildings and structures on the line and the line's rich legacy of history. Since its formation the Trust has undertaken full restoration of the station buildings at Kirkby Stephen, Ribbleshead and Horton-in-Ribblesdale, the establishment of a visitor centre at Ribbleshead and the provision of period station clocks. It has also provided funding support for Ribbleshead Viaduct repairs, provision of a new northbound platform at Ribbleshead, the restoration of Hellifield Station, new waiting shelters at Ribbleshead, Dent, Kirkby Stephen and Langwathby, a period pedestrian footbridge at Kirkby Stephen, heritage platform lighting and dry stone walling repairs with a total funding commitment of over £1m.

Our next major project is the Ribbleshead Station Master's House - built to co-incide with the opening of the line in 1876. Since 1983 the house has been used by a school for outdoor activities, but in 2006 it was purchased by the Trust as part of the larger scheme at Ribbleshead station. Now, the Trust is dedicated to renovate the house to its former glory and make it available as a holiday let or residence, similar to the Trust's successful station let at Kirkby Stephen.

So far the Trust has raised £207,000 towards the purchase and restoration of the Station Master's House, but a further £70,000 is now urgently required to complete this work in 2012.

## **Making a Contribution**

**You can make a real difference by making a donation today. You can either send a single donation or pay by instalments using the form overleaf.**



**Conserving the heritage and history of the  
Settle-Carlisle Railway**

## Making a Contribution

For LUMP Sum payments do not fill in the details below.

### BANKERS ORDER INSTRUCTION

Name & address of your Bank

To: .....  
 .....  
 .....

Please pay to the  
**Settle & Carlisle Railway Trust**  
 Bank details - Nat West, Fenchurch Street,  
 London Sort Code 56-00-18  
 Account no. 63589036, the sum of:

£.....

On the (date) .....and thereafter  
 make like payments every month to continue for  
 60 months. This standing order is in addition to  
 any other standing orders in favour of the Settle  
 & Carlisle Railway Trust.

Mr/Mrs/Ms/Miss .....  
 .....  
 .....

### GIFT AID DECLARATION

Please treat all gifts of money that I may make  
 today and in the future as Gift Aid donations.  
 I understand that I must pay an amount of Income  
 Tax and/or Capital Gains Tax for each tax year that  
 is at least equal to the amount of tax the Settle &  
 Carlisle Railway Trust will reclaim on my gifts for  
 that year.

NAME: .....

ADDRESS: .....  
 .....

.....Post Code: .....

SIGNATURE: .....

For all donations by cheque, to establish a regular  
 donation or a legacy in favour of the Settle &  
 Carlisle Railway Trust please write to;

**The Treasurer, The Settle & Carlisle Railway  
 Trust, 29 Allerton Grange Gardens,  
 Leeds LS17 6LL**

Or visit the Trust's website

**www.sandctrust.org.uk**

## Some of the projects already completed by the Trust



### An Award Winning Trust

In 2000 the Trust received the Ian Allan 'Railtrack Award' in recognition of the Trust's work in restoring Ribbleshead Station buildings from a derelict shell to a Visitor Centre that regularly sees several thousand visitors a year.

### Stations on the S&C

Apart from Ribbleshead station, the Trust has been involved in the complete renovation of Horton-in-Ribblesdale and Kirkby Stephen stations, both of which have found new uses.

**Period lighting and clocks** The Trust has provided financial support to the installation works of period- style lighting and clocks at many of the Settle & Carlisle stations thus reinforcing the Victorian ambience whilst providing important passenger amenities at the often remote Settle & Carlisle stations.



## Report by Ronald (Busty) Maude On Helwith Bridge Quarry

**W**hen I came out of the forces around 1949, I began to work in the quarry as a trainee in quarry management. At that time the quarry was owned by the Yorkshire Granite Co. for whom I eventually became the manager.

The product being produced was a 3/8th or 9mm gritstone. This was used for shovel packing beneath the railway sleepers. We were the sole suppliers to British Railways, this material being sent to dumps all over the country, predominately London, the Midlands and Lancashire.

Around twenty wagons a week were dispatched - though they would arrive and depart in tens. The procedure was for the Horton shunt to deliver the ten empty wagons by down train; this initially backed the empty wagons into the siding before coupling up to the full ones prior to pulling the whole rake onto the main line. Here the full ones were backed onto the down line and secured by pinning down brakes while the engine backed the empties onto the head of the quarry siding, from where gravity was used to shunt them individually under the hopper fed by the conveyor belt system across the River Ribble. Just below the loading point was a weighbridge.

This procedure was authorised by liaison with Settle Limes Quarry (Delaney's) just above the actual Helwith Bridge. They then contacted the signal box at Helwith Bridge, the siding being operated by Annetts key through that box. On occasion, had the driver of the train had words with those working at the loading hopper, it was not unknown for him to shunt the wagons with a mighty wallop way down the siding way beyond the loading point. In this event our workers would have to get them back up the grade individually by crowbar beneath the wheels. We tried hard to keep the driver happy!

If for any reason the empty wagons did not arrive on time then some already loaded would be free-wheeled to where the siding split into two and there its load would be dumped by shovel on land adjacent the river.

This was simply to keep the workers going at the other side of the river. Unbelievably when more empty wagons were available they would be refilled by hand from this supply dump. This is in fact what is shown in the accompanying photograph with a wagon with its side lowered being either loaded or unloaded! The date of the photograph appears to me to be correct. (1956)

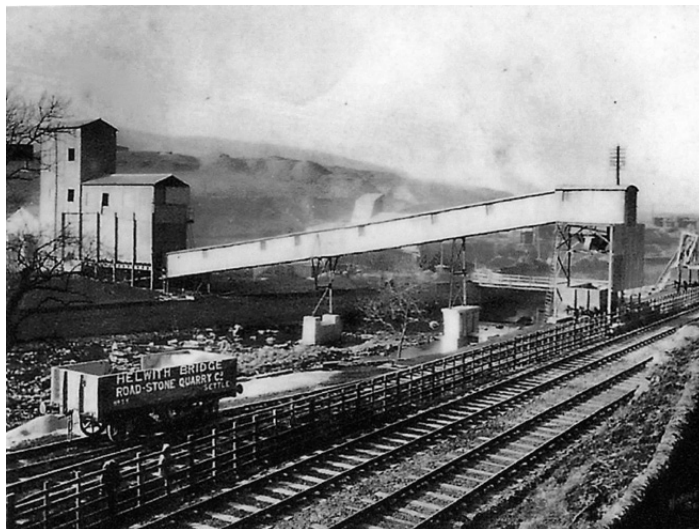
The quarry closed some time in the early 1970s.

The rail system was discontinued in the 1960s when BR decided to dispense with shovel packing. We slewed the conveyor to the other side of the river and then loaded lorries which delivered the material primarily for top surfacing roads.

Around this time I was asked to go to Nigeria to open up quarries there and later in many parts of the world.

**Busty Maude**

March 2011



## "A joined-up Railway; will it ever be a reality, I wonder"

**O**ne of the most satisfying, if time-consuming, tasks when I was FoSCL Chairman (*from 1999 to 2006* - ed) was the very serious way in which the Committee was approached by a number of would-be train operators who sought the S&C franchise by seriously-good presentations in cramped conditions on the upper floor of Settle Town Hall.

That the franchise was eventually obtained by Northern undoubtedly did reflect the sheer professionalism of the marketing of its proposals and there are others who should, now, be reflecting on ambitions for the future; certainly the hands-on approach of Northern's first CEO, Heidi Mottram, was exemplified in the way in which the new TOC listened, but did not always act upon such advice.

I think that the foremost disappointment of them all has been the continued failure to achieve the resumption of the passenger services between Hellifield and Clitheroe. There is no economic case for such services wail bean-counters but the same obtained before the re-opening of 'our' line and increasing traffic figures surely give the lie to that canard. The necessary works have been completed; the link has been used for years by Dales Rail, land and space lie unused and, in the case of Hellifield Station, beginning to rot. Meetings were held in London, Skipton and elsewhere, and - if a tenth of the energy expended upon SELRAP's ambitious plans, we would now have a service to Manchester International Airport which would surely attract custom. If I have to get out my car (destination MIA or Manchester's sprawling delights) to drive to Clitheroe, I shall ignore the train!

And then there is the case of totally inadequate parking at so many of our local stations! Take the case of trying to park at Clitheroe en route as one of your representatives on the S&C Trust, meeting that day at Network Rail at the end of Piccadilly Station. Quite impossible to park at Clitheroe Interchange in the rail section, so fouled up yet another nearby

road, by which time intended train is neatly disappearing. Helpful Interchange staff (and full marks to the late Peter Moore for all he accomplished, with others, to make that station - cul-de-sac tho' it is - into a beacon of rail-orientated thinking! Drive to Blackburn, and park there, is the advice but the new railway-station car park is poorly signposted and quite ridiculously priced. Rail-user friendly, not on your life! Only 4 hours parking with enough clamping notices to frighten off any driver!! (I was to be away for 2 days) Drive to Bolton, not considered; whizz to Manchester, leaving it as long as I dare, to park up, before abandoning car and leaping on a bus. Ah, says helpful cousin, check you still have your car-wheels in situ before switching-on tomorrow night. He also omitted to mention that bus-services to that suburb hardly run after 6pm! Length of journey to Piccadilly just under three hours; had I gone straight there, by car, about 1 hr. Nor was my mood improved by a letter of complaint, to which the MPs for Skipton and the Ribble Valley instantly responded but Northern didn't!

So what is it that omits this very necessary piece of railway jigsaw? Is it that the TOC still follows preWar (1914?) division of its Lancashire/Yorkshire lines? If it is worth restoring the through early-morning trains, this must be a No.1 hope? Speaking of which why does Northern still lock its carriage doors until 5 minutes before departure. There are precious few seats on Leeds Station and the winds do whistle through as in a venturi effect. Try arriving on a Sunday morning at 05.30hrs with over 3 hours to wait for the first train of the day on the S&C, as I recently did - an experience after an overnight coach journey from Victoria; no sleepers now!

Some people comment upon the untidy condition of many of the carriages - but how about signs requiring you to keep your feet off the seats, and more notices about fare-dodgers? Who timetables East Coast trains to arrive as S&C trains depart or employs such curmudgeonly-behaved ticket-checkers in that Valhalla of a station sadly-named Victoria?

One could go on, and it would be idle for me to suggest that Northern haven't wrought immense changes, mainly for the better, it must be admitted. Moreover these are challenging times, and I have heeded the warning - in Welsh it must be admitted - not to drink the water! But there are green shoots - to quote an oft-derided politician - and our Committee must continue to encourage, exhort and, on occasions, to explode!

Let's us not be averse to challenge and to dare! There are those out there who do think outside the box, to use another overused cliché. The "Craven Herald" did - recently-encourage me to travel to London for £9 and I rose to the challenge. It is, in fact, a coach from Skipton Bus station to the East Midlands Parkway Railway station, and you need to have some time on your hands and a liking for some Victorian architecture; the coach calls at all those quite splendid Victorian city-centres where architecture is notable, and lasting. Once at East Midlands you are bowled nonstop by East Midlands trains straight into St. Pancras in comfort; the couple alongside assured me that their tickets had cost no more than £4 for the two of them. If you are an accountant you can see that both coach company and train operator are one and the same! And what of Grand Central's takeover by Arriva which is DB: now there's an interesting challenge!

**Philip Johnston**

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### Book reviews

*Several new books devoted to walking routes accessible from the S&C have appeared in recent months. All are available from the FoSCL sales department. Please visit our shops at Settle (Open every day except Sunday) and Appleby (Open Saturdays). Unfortunately, our webshop is not available at present but we can arrange mail order with 'customer not present' credit card transactions. For this go to the FoSCL website and click on to 'contact us' or telephone: 01274 581051.*

### Dales Rail Trails. Chris & Tony Grogan. Skyware Press; 82pp, £8.99 2012 ISBN 978-0-9559987-3-7

Another New Year and another new walking book! However this newly published collection of walks in the Dales differs from many of its predecessors in two ways. Firstly every walk here starts and ends at one of the stations along the Settle to Carlisle railway between Settle and Kirkby Stephen. Secondly, in addition to 18 circular routes there are 16 'link' walks which offer a greater choice of routes and create a number of linear walks between adjacent stations along the line.

Each walk is described in a clear and concise manner and is accompanied by a full colour map. The maps are based on the OS 1:25000 scale Explorer series but they have been designed in a 'sketch' format with unnecessary detail removed. Every gate and stile on the routes is identified and clear instructions provided at relevant points (changes of direction etc). The maps and instructions should give even the most novice walker confidence to follow the routes independently. The circular routes vary in length from 6 to 11 miles and the link routes between 7 and 13 miles. In addition, the well known 3 Peaks challenge route which ascends Pen-y-ghent, Wherside and Ingleborough is described briefly and its route identified on the various maps.

For those whose appetite is whetted and want a real challenge, the maps in this book can be used to create a 'Six Peaks Trail', which, as its name suggests, is a route from Settle to Kirkby Stephen following the line of the railway and taking in the six summits of Pen-y-ghent, Ingleborough, Wherside, Great Knoutberry, Swarth Fell and Wild Boar Fell - total distance of 48.4 miles with 3,050 metres of ascent.

The authors, Chris & Tony Grogan, are both active FoSCL members and this is the third book they have authored and published (the others being A Dales Highway and its companion, and a revised and updated edition of Colin Speakman's Dales Way guide).

The book is supported by its

own web site ([www.dalesrailtrails.co.uk](http://www.dalesrailtrails.co.uk)) which has details of any route updates, public transport timetables, accommodation and other services in the area. With its handy size (82 pages A5) this book is easily carried without adding unnecessary weight to any walker's pack.

**David Singleton**

**'A PENNINE JOURNEY' Edited by David Pitt, from Settle to Hadrian's Wall in Wainwright's footsteps.  
ISBN 978 0 7112 3083 5**

The title is rather a misnomer, considering that since 1938 when Alfred Wainwright undertook the walk from Settle to Hadrian's Wall, the countryside and rights of way will no doubt have changed over the years. It must also be borne in mind that the walk was undertaken just prior to the outbreak of the Second World War.

The book is presented in Wainwright style with strip maps to follow and a historical description is given prior to each section of the walk. In the route description it states, "The start of this Pennine Journey is the bridge linking the platforms at Settle station over which AW walked after alighting from the train from Blackburn on 24th September, 1938". This is incorrect as the footbridge at Settle station was only erected in 1993, having been removed from Drem station following electrification of the East Coast Main Line. This creates an element of doubt about other route directions given in the book, and walkers intending to undertake the full 247 miles must carry a full set of Ordnance Survey maps, preferably with the route highlighted from the description given in the book.

On some sections it will necessary to navigate and a compass must be carried in the event of poor weather.

The book will fit easily into the pocket of a rucksack or a map case, however it is not weatherproof and would be expensive to replace at £13.99.

I must admit I am tempted to try some sections of the walk, particularly in the Yorkshire Dales.

**Peter G. Davies**

**Walking in Cumbria's Eden Valley:  
30 routes between source and sea.  
By Vivienne Crow. Cicerone Press,  
2011. ISBN 978 1 85284 634 3  
£12.95**

Vivienne Crow is a freelance writer and photographer specialising in the outdoors. Based in Cumbria for the last 15 years and living in Carlisle, she is a regular contributor to walking columns in local newspapers and writes feature articles for a number of walking magazines.

In this, her seventh book about Cumbria she describes routes for 30 walks in the Eden Valley. The introduction briefly describes the area – its setting, geology, wildlife and habitats, history, weather, and importantly getting around including the Settle-Carlisle Railway.

The walks are arranged roughly south to north. Starting with Mallerstang and Wild Boar Fell, the valley is explored with circular walks of varying lengths and covering very different landscapes from the wild moorland around High Cup Nick near Appleby to the gentler rolling fields around Kirkoswald and Armathwaite. The longest walk is 17 miles from Garsdale to Kirkby Stephen via Nine Standards Rigg while the shortest is 3 ½ miles around Armathwaite. Each walk is accompanied by an extract from the Ordnance Survey 1:50,000 Landranger series. The maps are adequate to show the routes but the book does (correctly) recommend that walkers have the relevant maps and know-how to use them before setting out.

Six of the routes use stations on the Settle-Carlisle Line as their start and finish points and a further five walks could be done from the train with short additional walks from a station to the start point. Each walk has practical information about distance, height ascended, start/finish points, terrain, estimated time needed and transport connections. The introduction does make the point that while most routes appear to be served by public transport the buses are often Fellrunner services that operate only once or twice a week.

Route descriptions are clear and from personal observations accurate. In

addition to the route description interesting facts about some of the sites and places visited are included. The book is well illustrated in full colour (including a full page photo of Armathwaite signal box) and as is usual with Cicerone publications, the finished product is of high quality. All in all a well researched and presented guidebook which will provide readers with plenty of ideas for exploring the northern end of the Settle-Carlisle line on foot.

**David Singleton -  
FoSCL Walks Co-ordinator**

**Riding the Settle-Carlisle  
1969 - 1989  
by David Mather  
Silverlink Publishing  
ISBN 978 1 85794 384 9  
£17.99**

This book is from the same stable as the 'Settle-Carlisle Then and Now' book and DVD - a sure sign of quality. It would make an ideal introduction to the history of the Settle-Carlisle for reading at home or for using as a guide on a train journey travelling north. The author starts with a brief history of, not only the line itself, but also of its genesis right back into the 1830s with the building of railway lines in the Midlands. George Hudson's grand ambitions in the period starting in 1844 led to the formation of the Midland Railway; the expansion of that company, its bid for a share of the lucrative Scottish traffic, its rivalry (to be blunt - enmity!) with the London and North-Western Company led to the building of the S&C. And with the 25th anniversary of the saving of the line just over two years away, there is a very useful record of this momentous occasion.

The bulk of the book's 96 pages (including index) are a record of Mr Mather's photography from 1969 to 1989 - mainly, but not entirely, black and white - interspersed with a commentary on the journey from Settle to Carlisle. There are many scenes in the book which are now a memory. My favourites are of Selside signalbox, a view of Horton-in-Ribblesdale station

in 1976 (when I was using the line weekly to commute to Scotland) with an ancient passenger coach, for use by engineers, parked in a siding - how I wish that I had seen that coach! - and of Ribbleshead station in 1975. I am sure that the S&C Trust wish that the weigh-house was still there!

The text is written in lively style and includes some fascinating points of information of which I was previously not aware. I have only one or two quibbles: for example, the problems with passengers being turned out of L&NWR trains and forced to wait in the cold for the next one was surely at Ingleton. I was not aware that passenger coaches were also coupled to the back of goods trains but one of the lesser-reported reasons in favour of building the S&C were problems in transporting freight to and from the Midlands and Carlisle; the businesses who complained included the famous Carr's biscuit makers. I will dip into this book again and again in the future.

**Paul A. Kampen**

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# Letters to the Editor

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

## Skipton Turnback

In the August and November issues of the magazine you make two alternative suggestions about Morecambe and Carlisle to Leeds services and *vice versa*, the first being that they might turn round at Skipton, the second being that they could combine at Skipton in the up direction, and divide in the down.

With respect, the first option would constitute a substantial disincentive to passengers. Apart from lengthening journey times in the first place - even making the big supposition that connections were of a reasonable length, say 8 minutes - there will inevitably be occasions when a train runs late in the up direction, and misses its connection, thereby lengthening the journey by 30 minutes, and in addition missing connections at Leeds etc.

In practice, the alternative suggestion of combining/dividing trains at Skipton would not work well, if indeed at all. There would be timetabling constraints at Carlisle and particularly between Lancaster and Carnforth, which would make it difficult to 'present' the trains at Skipton near the same time. In any event, there would need to be a time gap between the two trains south of Settle Junction of at least 8 minutes (assuming no other pathing difficulty which cannot in any event be assured). Then there is the issue of stops at Long Preston and Gargrave which would potentially lengthen that interval. Then the coupling at Skipton could occupy 5 or more minutes.

My suggestion would be to replace one of the hourly electric trains between Skipton and Leeds by a limited stop DMU, originating either from Lancaster or Carlisle, and in the hours when there is no such train, then from Skipton alone. This might require some skill in diagramming, but it certainly should be possible. Cononley, Crossflatts and Saltaire would lose one train per hour to Leeds with such a revised service pattern, but passengers between there and Leeds could change out of a Bradford train at Shipley.

My preferred solution to providing extra peak hour capacity between Skipton and Leeds would be to operate the East Coast service from Skipton to London as the 08.45 from Leeds, rather than as the 07.40 (06.55 from Skipton) at present.

While on the subject of the East Coast service, the return train - which calls only at Keighley - is appallingly pathed behind the 20.26 from Leeds to Skipton. If allowed to precede, it could achieve a journey time 15 minutes faster than at present. That said, there is not in fact much point in running an evening train from Kings X through to Skipton: on the occasions when I have used the 18.03 down, it is rare to find even a dozen passengers still on at Skipton.

**Robert H. Foster - by email**

## Station Booking Offices

Being disabled, I have a further worry about the possible closure of small station ticket offices, as a result of the McNulty report. Disabled people could well encounter difficulties boarding and alighting trains, if there is nobody there to assist them and they are travelling alone.

In addition, I have concerns about turn back of S & C trains at Skipton. Not only could there be problems with late running connecting trains, but non-enthusiast travellers seem to be reluctant to make journeys involving a change of train.

**Roger Tardif - by email**

## Direct Services to Scotland

How well I remember travelling between Keighley and Kilmarnock via the S.&C. Direct services took 3 hours 47 minutes until they were rudely interrupted in the early 80s. They should be reinstated.

Transport Scotland's Rail Consultation 2014 was published just after the November journal was published and comment is invited for 20th. February 2012. There is a section on Anglo-Scottish services and Manchester Airport-Glasgow/Edinburgh



trains feature strongly. These are likely to be operated by class 350s in 4 coach format following electrification of the Preston-Liverpool-Manchester triangle, a scheme now extending to Leeds and York. This will release class 185s for use elsewhere. SURELY we can see a use for these sets running over S&C. metals from Sheffield-Leeds-Settle-Carlisle-Kilmarnock-Glasgow Central.

The same hefty document covers the highland and lowland sleepers and is well worth a read.

**Graham Lund – by email**

### Passenger surveys

I refer to the Chairman's report in the November 2011 issue of the journal in which mention is made of the passenger survey which was undertaken by a team of volunteers to determine the origin and destination stations, and purpose of their journey.

Many walkers use the line as well as people living within close proximity, either for commuting or for their day to day activities, e.g. shopping trips. Presumably, these groups were separately identified in the survey. The following may be of interest to readers:-

On 28 September 2011, a friend and I used the line as part of a long distance rail trip from London and back to London, all in one day. Our itinerary was as follows:-

Depart: London Kings Cross	07.35
Arrive: Leeds	09.50
Depart: Leeds	10.19
Arrive: Carnforth	12.00
Depart: Carnforth	12.23
Arrive: Barrow - in - Furness	13.10
Depart: Barrow - in - Furness	13.31
Arrive: Carlisle	15.58
Depart: Carlisle	16.21
Arrive: Leeds	19.07
Depart: Leeds	19.45
Arrive: London Kings Cross	21.57

On what was one of the best days of the year, perfect weather was enjoyed throughout the journey with clear views of the amazing scenery. Also, we enjoyed a welcome pint in the excellent Brewery Tap close to Leeds station, with three others

who joined the train at Appleby, having completed a section of the Pennine Way. They were en route to Hebden Bridge.

Using the Cumbria Day Ranger ticket and purchasing through tickets from London Kings Cross to Skipton and return, it was an inexpensive day out bearing in mind the distance travelled.

From my experience, Ranger tickets are poorly publicised, outside the area. If these were more extensively advertised, they may encourage many more people to take to the rails.

**Chris Sutcliffe - by email**

### Dent in the 1950s

Can I thank Rodney Hampson for his wonderful series of articles. I grew up in Dentdale and reading Mr Hampson's account has brought back such fond memories. We lived at Stonehouse, just below Artengill Viaduct, and the line ran right through the farm. Occasionally a sheep would get hit by a train and yes - it was always one of the best ones. Our nearest neighbour was signalman Billy Bannister and woe betide us if we made a noise while he was sleeping. "Shush - Billy's on nights" my mum would hiss.

Many of the characters Mr Hampson talks about were family friends - not least Donnie Sedgwick, the Dent Head signalman. Donnie was a great mate of my dad, John Murdoch, and the two of them were well known at the top of the dale for their jokes and their antics, especially after a Sunday night in the Sportsman's. Thank you Mr Hampson - Happy days.

**Chris Grogan nee Murdoch - by email**

### As Others See Us

It is interesting to know how others see us. During August, I entered into conversation with a charming couple from Western Australia who were doing the round trip over the S&C. Sue and Steve were on a tight tour schedule and had chosen to ride the line on the basis of an article in the travel section of 'The West' - the most prestigious newspaper in western Australia. They had brought the article with them and kindly

left it with me. Travel writer Jim Gill, who admitted to having Yorkshire roots as well as being a regular visitor to the UK, headed his article 'Wee train trip is a gem'. After pointing out that the American news network ABC had ranked the line second only to South Africa's 'Blue Train' in the top ten of the world's greatest rail journeys, Jim eulogised about the viaducts, tunnels, scenery and what he called 'the sheer romance of the line'. The article was accompanied by Jim's own pictures of Kirkby Stephen Station in full bloom and Pen-y-Ghent covered in snow. He asked his readers to consider wonderful names such as Long Meg, Wild Boar Fell, Armathwaite and Crowdundle. Jim also describes how the line was built; and was saved from closure in the 1980s by enthusiasts in Britain and around the world who 'rallied against the dastardly scheme'. When Sue and Steve reached Carlisle on the return leg, all they wanted to do was stay on the train and do it all again. Jim would be proud of them, since as he says, 'I can no longer contemplate a trip to the UK without a day on my favourite railway'.

### Tony Iles – On-Train Guide - by email

#### Fireing on the S&C

Reading articles about the Jubilee class locomotives and the *Starlight Express* special passenger trains brought back memories of my days as a fireman on the S&C. There were usually one, or at busy periods such as Glasgow Fairs, two specials heading south. The Jubilees had to be driven in a special way to give maximum steaming potential. This made for a very noisy 'front end'. To give these passenger trains a clear run, heavy, slow freight trains such as the Carlisle - Manchester (Windsor bridge siding) would be backed 'inside' at Kirkby Stephen. On a still summer's night you could hear the noise of the exhaust

and see the yellow-glowing cinders from the '5X' shooting into the night sky long before the actual train came into view.

One night, as a 'Starlight' - hauled by a B.R. Standard 'Britannia' class locomotive entered Culgaith Tunnel at speed, the right-hand connecting rod snapped at its connection with the piston-crosshead. The con.rod. dug into the ballast pitching the loco. to the left, the tunnel wall kept the loco. upright otherwise a major disaster would have occurred. Some of life's little surprises regularly confront both old and new traincrew even on today's railways.

### W.G. Richards - Darwen, Lancs

#### Plaque

One day last year I was pretending to be an on-train guide and as usual chatting happily away to passengers. As the train pulled in to Ribbleshead Station, the lady I was talking to pointed out of the window and said "I donated that trolley to the station in 2005. They said they would put a plaque on it for me." Without worrying too much about who "they" were, Douglas Hodgins and I put our heads together and decided that the Friends could at least rectify the situation by funding a belated plaque and getting it put on the trolley. We agreed the wording with the lady concerned and you can see the results in the photo. A relatively minor thing, but this sort of generous act should be acknowledged.

### Richard Morris – FoSCL Chairman



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Back Cover: The S&C in winter can provide exhilarating views.

Above: The old 09.49 Leeds - Glasgow service in Garsdale.

Below: 60.030 on the southbound gypsum at Ais Gill, with Wild Boar Fell in the background.

Photos: Pete Shaw

