

SETTLE - CARLISLE RAILWAY
JOURNAL

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Another successful season for steam
but commuters disadvantaged by freight

The Friends of the Settle - Carlisle Line



FRIENDS OF THE SETTLE – CARLISLE LINE

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

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Other FoSCL Contacts: FoSCL website: www.foscl.org.uk; **FoSCL webshop:** www.foscl.co.uk;

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

Northern Rail: Customer.relations@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 February 2012 magazine will be Friday 13th January . 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.

Cover Photo: 46115 going north on the Fellsman at Arten Gill, 27th July .

Photo: John Cooper-Smith

Chairman's Report

FoSCL Chairman Richard Morris writes:

Summer: did we have one? Here in the North it was decidedly cool throughout until it came good right at the end of September, when we had Mediterranean style sunlight and the scenery along the S&C was superb.

Summer: holiday time. Not a bit of it; the FoSCL Committee and sub-committees were meeting regularly and a number of us seemed to be doing overtime. Your Chairman has started logging his activities in order to report back every quarter. True, Judy and I did spend the odd day at the Edinburgh Festival Fringe in August, thanks to the fantastic train service from Carlisle, but the usual and some more unusual FoSCL activities were going on throughout. Various of these are well documented elsewhere in this edition, but there are other important ongoing activities which need mentioning.

Remember the McNulty Report from the August edition? We've been right to take it seriously; the Government is producing a white paper based on it this autumn. In the meantime, buried away on page 200 a newspaper reporter found a list of station ticket offices which could be closed, including Appleby and Settle. We have an assurance from Northern Rail that this won't happen, and indeed ticket office opening hours are specified in the franchise agreement, but we shall be working on a business case for retaining them after the end of this franchise, just in case.

Regarding refranchising, we first needed survey data to understand just where we are today. We also needed some information before the end of the holiday season – we can't afford to wait another year. So we came up with a simple sheet for volunteers to fill in, asking every passenger their origin and destination stations and the purpose of their journey. Simple, but surprisingly effective. Thanks to some 10 FoSCL volunteers we were able to cover trains at most times of day and every day of the week and the initial results give us food for thought. There's far more through travel than we expected, for instance Leeds-Glasgow and vice versa: on one train I surveyed, 35% of the passengers were going from Leeds to the Glasgow area. There are implications: do we fight for the reinstatement of the Leeds-Glasgow express arbitrarily terminated by the SRA in 2004?

There may be less tourism than we had assumed (outside of group bookings, which are a growth area): this needs a full analysis of the data before we can confirm it. More worrying, comments from those enjoying a day out on the line point to our leaflets and other publications having remarkably little effect. "How do you know about the S&C?" "I've always known about it!" or "I last did this in 1988!" or, quite often, simple word of mouth. What this says to me is that the campaign against closure in the 1980s was remarkably effective in raising public awareness and that we're still benefitting from this, 25 years on. The effect of Michael Portillo's television series now seems to have worn off.

Thanks to those who took the trouble to respond in detail with thoughts on McNulty: we'll use this input when we know what the Government proposes. Also, thanks to all of you who responded with ideas for improving the passenger service on the S&C: doubling up of S&C and Morecambe line trains from Leeds, then separating them at Skipton, seems to find universal favour. Nobody seems to mind the odd extra train from the north turning round at Skipton either.

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

Right, what else is ongoing that won't hit the headlines? In a word, communication: three of your Committee have had a very positive meeting with the Ribble Valley Rail User Group. They are a very active and effective Community Rail Partnership and we hope to work with them on the Hellifield-Clitheroe link: we're meeting Lancashire County Council shortly to discuss possible extension of the Lancashire DalesRail service to Saturdays. Your Chairman also meets his opposite numbers from the Tyne Valley RUG and the Copeland (i.e. Cumbrian Coast) RUG roughly six-monthly to coordinate our approach to refranchising.

We have excellent communications with Northern Rail and have established a pattern of regular meetings with Network Rail too. This has proved invaluable in the context of the early morning through trains between Leeds and Carlisle which started in May. Numbers from Leeds and Carlisle are increasing and a few hardy souls are leaving Glasgow at 4.20 am in order to get to Leeds before 9 am! Northbound, rather to the surprise of the sceptical commuters, they have been extremely punctual. Not so southbound: the long-suffering commuters from Settle have endured serious delays on too many occasions over the past weeks. There have been a variety of causes and we've been working with NR and NWR to deal with them one by one. It's not glamorous, it's time-consuming and real nitty-gritty stuff, but FoSCL can really help here. And by Jove, you do get to learn a lot about running a railway in the process!

Last but not least, I would like to pay tribute to Andrew and Rachel who have done so much for Kirkby Stephen station over the past two years. They've established a thriving self-catering business in what was formerly the caretakers' accommodation and Rachel has been running a very successful tearoom in the Midland Room over the summer. This has not only been feeding and watering rail passengers but has also acquired a regular clientele among local people – and Rachel's cakes lure us into having meetings there as often as possible! We shall be really sorry to see them migrate to Perthshire, but Andrew the signalman could hardly risk weekly commuting from Kirkby Stephen in a winter like last one. Rachel's design business has done wonders for our magazine and leaflet design and - I'm not sure whether I should make this public - their downstairs loo has served FoSCL very well as storage space for newly printed boxes of leaflets! We're delighted that she will be continuing her business from Auchterarder and she's assured us that we can continue to use her services remotely. But where shall we put our leaflets?



Enough from me. Do keep in touch, and keep an eye on the FoSCL web site, www.foscl.org.uk in the hope that we keep it up to date. We've not done too well recently but we promise to try harder in future. It's all to do with your committee trying to take on too many roles!

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In what is thought to be a 'World First' for FoSCL, an S&C iPhone app has been produced free of charge by Creative Apps of Carlisle. This was launched in Carlisle on Monday 31st October at an event attended by John Stevenson M.P. and the Mayor and Mayoress of Carlisle.

Editorial

Our letters pages this month contain ideas from various contributors regarding the dangers which we face at the moment and also suggestions as to how train services on the S&C can be improved. None of these are bad ideas – but a few are totally impracticable in the current climate. I state this categorically as I have been accused by one member in particular of a “total lack of vision” as to the future of our railway. This could not be further from the case: I would like to see a regular passenger service running punctually so that Dales residents can get reliable access to the West Riding conurbation for daily work; comfortable trains with room for everybody to have a day out and see the beautiful countryside, gain access to it for a healthy day’s walking or visit places of interest along the route; long-distance passenger trains making an environmentally-friendly alternative to the motorways; freight services giving a similar alternative for industry; steam charters giving a flavour of the glorious days of old; and much, much more. In theory, we have some of these already but, as certain news items in this issue make clear, the reality can be very different – especially for people using the morning trains to commute into Leeds and Bradford. Apportioning blame will do no good at all and in this I plead guilty to accusations from some who would like our magazine to be used as part of a war against the TOC and other organisations. Improvements can only come by working in partnership – ‘with’ and not ‘against’ anyone; and this against a backdrop of the run-up to refranchising and the McNulty report, some of the content of which tends to suggest that what we have already is too good for us!

Am I wrong? If so please tell me, perhaps by contributing to the FoSCL web forum on www.foscl.org.uk. The usual conditions apply though – no ‘slagging-off’ of fellow members and, please, do not use it as an enthusiasts’ blog.

FoSCL welcomed the re-introduction of early morning trains in May - albeit with reservations as to their not serving all the stations. The southbound train had begun to pick up a clientele of business passengers from Glasgow who could reach Leeds before 9.00 am. The northbound train has established a good record for punctuality. However, the timekeeping of the southbound service has been poor and, in recent weeks, disastrously so. Northern did experience some problems both with providing crews for this train and with faults on the units used. These problems have been overcome and Northern are to be thanked for this.

There were also serious delays caused by a new set of points at Blea Moor which tended to fail in the early-morning atmospheric conditions. But the situation has become intolerable in recent weeks due to the consistent late running of two freight trains which leave Scotland much later than scheduled in the early hours; the passenger service has been catching up with one of these in particular at Ais Gill and delays of up to an hour have been experienced. This has a serious knock-on effect for commuters who use what was the ‘Ribblehead turnback’ and who are frequently arriving very late to work to the extent that some are even the subject of official warnings from their employers.

We understand that Northern Rail have lodged an official complaint about this and they have our full backing as, indeed, do those commuters who have felt impelled to form their own user-group to deal with this specific issue.

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

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)

Nominations for the committee officers (Chairman, Secretary and Treasurer) and committee members - suitably proposed and seconded - should be received on or before Saturday 7th January 2012 by:-

Paul Kampen - FoSCL Secretary
74 Springfield Road, Baildon, Shipley
W. Yorks BD17 5LX

The meeting will commence at 11.45 hrs.

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.

Confirmation of other details will be contained in the February 2012 magazine.

Paul A. Kampen - Secretary

Events to Note

The **Christmas Lunch** on Saturday 3rd December at the Falcon Manor Hotel, Settle, is almost fully booked. Please let me know if you do want to come to this.

Hellifield Station Tea Rooms are hosting a Carol Concert on Friday 9th December at 7pm. Settle Voices Choir will be singing some Christmas music and there will be Christmas readings by the audience. Please see FoSCL website for further information.

Friday 9th December – **Ribblehead station Carol Service** at 5.00 pm.

Saturday 10th December – **Settle station Christmas Open Day.**

Christmas Lunch at Langwathby - Sat 17th December - £20 - book early!

Saturday April 28th 2012 – **FoSCL AGM** – see above for details.

Ruth Evans – ruth.evans@settle-carlisle.com

Membership Matters

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

Mr. Patrick Wood, Harpenden, Hertfordshire. Mr. Wood was a retired railwayman and died at the age of 74.

Mr. J. H. Widgery, Runcorn, Cheshire. He died on the 21st September, 2011.

Peter G. Davies

FoSCL Members - Travel Discounts

Members of FoSCL are reminded that membership cards do not give any entitlement to discounts for travel on the Settle-Carlisle railway.

Discounted travel is available through the Dalesrailcard Scheme if you reside in the eligible postcode areas. Alternatively, FoSCL members residing outside the Dalesrailcard postcode areas can join the FoSCL Dalescard scheme (formerly known as the 'FoSCL Gold Card Scheme), which provides the same benefits as the Dalesrailcard.

FoSCL Dalescards cost £13; please contact the Editor (address in front cover)

for a form or visit the FoSCL website: www.foscl.org.uk, click on 'contact us' and request information as to how to pay by credit card. Membership renewals can also be made in this way.

FoSCL Christmas Events

The **FoSCL Christmas Lunch** at the Falcon Manor Hotel, Settle, is now well-booked but places are still available. For menu and other details see the August 2011 journal or contact Ruth Evans - ruth.evans@settle-carlisle.com

As always, this will be followed a week later, on Saturday 10th December, by our **Christmas Open Day** at Settle station. All the usual ingredients will be there from 10.00 am to 4.00 pm; additionally there will be the launch of a new historic map reproduction (see page 10) so please join us to meet fellow members and committee members.

The **Langwathby Christmas Lunch** will be held on Saturday 17th December and costs £20 - the Editor apologises for the omission of price details in the August issue. Please contact John Johnson - john.johnson@settle-carlisle.com or on 0775 959 3224 and please book early!

LASRUG

Lancaster and Skipton Rail User Group
www.llmr.co.uk

The group was formed in 1989 to support and improve the Lancaster to Skipton railway. This links the towns and cities of West Yorkshire with the City of Lancaster and the seaside resort of Morecambe. It also gives access to the Yorkshire Dales, Forest of Bowland and Furness.

If you would like to help us promote the 'Little North Western' line, please contact our Membership Secretary, Lakeber House, Robin Lane, High Bentham, Lancaster. LA2 7AF.

Membership costs £5-00 annually. You will receive a Newsletter at least twice a year and we invite a speaker from the Rail Industry to the AGM each autumn.

Appeal for Volunteers

New events are being planned. Here are a few of them: Next year we are hoping to have a stand at the **Railfest 2012** which is being held in York on the 2nd-10th June. This is a huge celebration of Britain's railways. We will need volunteers for this event. Please let me know if you would be interested in helping with this event.

We have been thinking of ways to recruit new members. One of the ideas we have is that we would like to be able to have stands at some of the **Rail Fairs**. We do have a volunteer who would help with the planning of this but he does need some assistance. We are looking towards next year as to when and where these events are held. Volunteers are needed. Another new venture is the possibility of having stands at some of the **local shows** next year. Once again this is to try and recruit new members. Volunteers are needed.

Already our thoughts are looking towards having a grand celebration in 2014 to mark the **25th Anniversary of the saving of the line**. Lots of events have been suggested with special guests being invited. I would be pleased to hear from anyone who has special recollections of the day when it was announced in Parliament that the line would not be closed. If you have any photographs of that particular time we would be grateful for the loan of them, as we are hoping to put on various exhibitions. Early next year we hope to form a small group of interested organisations and we will be looking for volunteers to get this event off the ground and to help plan events for this special celebration. Watch this space for further information.

A small team of 8 volunteers distribute **leaflets** to stations, tourist information offices, hotels and many other outlets. We do need a few extra helpers. If you live within reasonable reach of the Settle-Carlisle Line and would like to help, please contact me.

A **Settle Walking Festival in May** next year is in the early stages of planning. Further details will be available in the magazine and on the website.

Ruth Evans –
ruth.evans@settle-carlisle.com

A week at Dent Station - it could be yours

Once again, Robin Hughes, owner of Dent Station and the Snow Huts, has donated a week at the station to FoSCL. The week is from the 13th until the 20th January 2012; the station can sleep six. Who would want to spend a week at England's highest main line station in the middle of winter?

Well, I have and it was a truly memorable experience. Thick snow lay all around, the views were stunning and as a bonus trains call at your front door at regular intervals throughout the day. The station is well heated and full details can be obtained on www.dentstation.co.uk

A week at the station in January is normally £850, the FoSCL week is available to the highest bidder - who knows, you could be lucky and obtain it for a bargain price. If you require further information or to register your bid simply email myself on douglashodgins@btinternet.com or phone 017683 41664 any evening between 18.00-20.00hrs.

Closing date for bids 1st December 2011.

Douglas Hodgins

A GRAND DAY OUT 
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Penrith, Cumbria,
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www.organicmill.co.uk

**Meet Your Committee
Ruth Evans –
Volunteer co-ordinator,
Events Co-ordinator
and H&S Officer**

I joined the Friends as a Committee Member in 1990. In the years before the reprieve was announced, photographers were out in their hundreds. I thought about these photographers who wanted the line to be saved, but who were not giving any support to achieve this. I decided to do something about this and every weekend I took my bucket and went along the lines of photographers asking for donations for the Friends who were fighting to keep the line open. Although I was probably an annoyance to them, I collected a considerable amount of money for the Friends.

The Friends now have the very successful project of 'On-Train Guides'. Guides travel on most trains and give a talking commentary about the scenery and about the line itself. This all began around 1995 when I was asked by David Urquhart Coach Travel to escort their coach parties over the line. This I did for several years with the help of Eric Stanley. The demand grew from other coach companies and so the group of On-Train Guides came into being to cope with the demand.



**Ruth Evans
with HRH
the Prince
of Wales
at Settle
station
- March
2005**

In March 2005 I had the very great privilege of accompanying HRH the Prince

of Wales to travel on the Settle-Carlisle line. This all began with a letter I wrote to Buckingham Palace inviting HRH to join in the celebrations we were having in Appleby for the 30th Anniversary of the successful Dales Rail Service. Although he could not make those celebrations, he did say he would very much like to travel on the line at a later date. This took many months of planning with several visits from the Palace staff, including his detectives, to view the route I had planned that HRH would take. It was a full-time project as I had to visit many places to ensure everything would run smoothly, including the bands that played at the stations, the schools from where children would be invited to the stations to see Prince Charles and meeting with many dignitaries who would be involved with this visit. It certainly was a highlight of my life and a day I will always remember, but most of all a good day for the Settle-Carlisle Line. It was good to see the Royal Train travelling on our special line.

In July 2007 I was in charge of the complete planning of the Ribbleshead Viaduct Walk. We had over 2,000 people taking part and a waiting list of people who wanted to have this chance of a lifetime to walk over the famous Ribbleshead Viaduct. This was repeated again in July 2009 when we had over 3,000 people taking part. The feedback was tremendous and lots of praise came back that the organisation had been perfect, apart from the weather on the second walk when it was just typical rain and mist at Ribbleshead. The extensive media coverage once again gave the line a lot of publicity.

Another achievement that has given me great pleasure is that I helped to open the tearooms on Hellifield Station which are still open today. In 2007 Roger Hardingham took over the responsibility of some of the buildings at Hellifield Station including the tearooms. He came to me with the keys and said "you sort it out". I arranged for a group of volunteers to go in and clean the café and to this day I can still picture all those volunteers cleaning cookers, windows, walls and making the place sparkling, in readiness to welcome people into these wonderful station tearooms.

What is there left to do? Plenty! What I would like to achieve (and this is very ambitious) is to see the line open to passenger traffic from Clitheroe to Hellifield on a regular basis. I would also like to see the Hellifield Station Buildings completely restored and especially to have that wonderful canopy cleaned and restored. Yes, I suffer from Settle-Carlitis if there is such a thing!

Volunteers co-ordinator: We have around 150 volunteers who take on tasks such as On Train Guides, Gardeners, Shop Assistants, Leaflet Distributors, Handymen and Walk Leaders. Recently Richard Morris and myself met with a retired Bank Manager and an Operational Line Manager/Train Planning Person who has worked in the rail industry for 33 years. Both have shown an interest in volunteering for FoSCL. We are grateful for such offers of help, especially with the kind of expertise they can offer to FoSCL.

Health and Safety Officer: This is a yawning subject but it has to be faced up to. A small committee of us meet together to look at issues we feel could be of concern with regard to health and safety. Recently we have drawn up a very simple Health & Safety Policy, which we believe is sufficient for our voluntary organisation. We are also looking at the health and safety of our volunteers, but we do not want to stifle their enthusiasm.

Pat Rand - Trading and Customer Relations Manager

A potted history of Pat

I was born in Blackpool and went to school on the coast at Lytham St. Annes – very bracing! Aged 18, I went to London to train as a Diagnostic Radiographer at the West Middlesex Hospital. I stayed on for a couple of years after qualifying before moving to a couple of other hospitals, at one of which in Poole, Dorset, I met Mark, while helping to push a mobile X Ray machine across a road. When he returned to Leeds, I moved up to work at Keighley. When we married we lived at Shipley for a year before moving to Bingley, where we lived until 2002.

I gave up work when I had my daughter, Lorna, but after she started school I worked part-time in a mill

office, in Market Research and back in Radiography. Eventually I felt my brain needed to do something more challenging so I applied to Bradford University to do an Honours degree in Business Studies. This course encompassed many aspects of management, including Law, Marketing, Economics, Mathematics and Statistics, Psychology and much more. After graduating I worked for Airedale Health Authority and later as Volunteers Co-ordinator for the Manorlands Sue Ryder Home. I also gained a City & Guilds Further Education Teaching Certificate during this time. I later returned to Airedale, which was subsumed into Bradford HA, in NHS management.



Photo: Copyright Gabriel Szabo/ Guzelian/Daily Telegraph

From the late 1980s I had become involved with Bingley Civic Trust, becoming Chairman and then Secretary. During this time I appeared on behalf of the Trust at the Public Inquiry into the Bingley Relief Road. Unusually for a conservation, heritage type of organisation, we were in support of the Road, as Bingley was being blighted by the constant heavy traffic stopping and starting along the Main Street, with all the concomitant noise and pollution. We learned a valuable lesson at this time:

the Department of Transport (as it then was) counted the numbers of objections and letters of support. A small group of vociferous objectors wrote weekly to the local newspapers and these were all recorded. The vast majority of local residents, who could not wait for the road to be built, largely remained silent. The Men from the Ministry could not believe it when they were told the real position. So it is just as important to record your view if you are in favour of a proposal as it is to object.

In 2002, after half-heartedly house hunting since Mark retired, after 30 years in the Police, we fell in love with The Folly at Settle, the North Range of which happened to come on the market. A whirlwind sale followed and before we knew it, here we were. Inevitably, Mark got involved with FoSCL and I soon followed, becoming a volunteer at Settle shop. I later progressed to Shop Manager and joined the Committee in 2010 as Trading Manager. This year I have added Customer Relations Manager to my duties. Like so many others, I have come to love this wonderful Line and hope to serve it for a long time to come.

Unfinished Business

Members will recall that, on December 6th 2010, we held a service of remembrance at Hawes Parish Church for the victims of the 1910 Hawes Junction accident. It had been

intended to re-dedicate the memorial in the upper churchyard at Hawes at the same time but, the severe weather conditions which prevailed that day (necessitating a convoy of cars to replace the special bus which we had booked) meant that we did not feel it to be safe to carry out this part of the service.

This was rectified on Friday August 26th when the Dales weather was again inclement - with the dramatic snow and ice of last December replaced by miserable overcast skies and persistent, if not heavy, rain. Fortunately, the rain lifted a little for the ceremony which was prepared by the Rev. Canon Bill Greetham who also officiated. FoSCL Chairman Richard Morris and several committee members attended and members present included Bill Mitchell M.B.E. – who has often written on the accident – another chronicler of the S&C, its history and personalities – Bob Swallow – and retired S&C signaller Derek Soames. Special mention also to member Bob Wright of York who travelled to Hawes and back by bus to be with us.

Paul A. Kampen

Seen by the memorial are (l - r) Peter Davies, Bob Wright, Derek Soames, Bill Greetham, Richard Morris, Ruth Evans, Bill Mitchell and Paul Kampen.

Photo: Bob Swallow



Sales Department

FoSCL Webshop: Apologies are due to all those members who have tried to gain access to our webshop in order to purchase goods, new memberships or Gold Cards.

In August we were alerted to a security exposure on the website where our online shop was located. As a result we decided to take it offline until the problem could be fixed. Our service provider has so far failed to do this and we suspect that they are in fact unable to do so to our satisfaction.

We are in the process of making other arrangements for the provision of a webshop but, in the meantime, new memberships, FoSCL Dalescards (as Gold Cards are now known) and goods can be obtained on-line by contacting our Trading and Customer Relations Manager – Pat Rand at: pat.rand@settle-carlisle.com, the 'contact us' address on the FoSCL website: www.foscl.org.uk or myself at: paul.kampen@settle-carlisle.com.

We can do a 'customer not present' credit card transaction at our Settle shop but, please note, do not send your credit card details in one email – we will contact you and explain the procedure. All credit card details will be destroyed as soon as the goods are posted and will not be kept on record.

Christmas Sales List: Another copy of the Christmas postal sales list can be found in this issue of the journal. Eagle-eyed members will have noticed that we were apparently selling the 2011 Pete Shaw S&C calendar! Not so (although, if you need a 2011 calendar we may be able to find one for you). The calendar in the sales list is the 2012 version.

We must apologise for not spotting this typo; also for the fact that the list is slightly ambiguous regarding Christmas cards: items CC 01, and CC 02 are the current (Steam train on Ribbleshead Viaduct) card – however, if you would like a mixed pack please annotate your order form accordingly.

And one last attempt at the FoSCL 'Red-faced embarrassment award': since the list was printed, we have nearly sold out of items BK 13 and BK 16.

Paul A. Kampen

1976 Map Reprinted

Some members will remember a fold-out map of the Settle-Carlisle Line which came out in 1976. This publication contained a detailed map of the line, including long-closed stations, a gradient profile, line distances and a host of other information.

Acting on a suggestion from an owner of the original map, FoSCL has commissioned an updated reprint of this map. This will be officially launched at the FoSCL Christmas Open Day at Settle Station on Saturday December 10th. Pre-launch copies will be available from 1st December, 2011, priced at a very reasonable £9.99, with an additional P & P of £1.00. It will, of course, be available at our Settle and Appleby shops. This map contains much useful information, some of which can be found no-where else in a single publication. It would make an excellent Christmas gift or work of reference.

Mail order requests can be sent to: Kath Smith, 2 Betsy Lane, Temple Sowerby, PENRITH, CA10 1SF, enclosing a cheque or postal order for £10.99.

If you prefer to pay by credit/debit card, please telephone Pat Rand on: 01729 822930. Please do not send card details through the post.

FoSCL Dalescards

As noted elsewhere, the title 'Gold Card' has caused some confusion and we have decided to re-name it the 'FoSCL Dalescard'.

The card gives the same benefits as the 'Dales Railcard' - i.e., one third off the cost of local rail services with a flat-fare offer in the Winter months and is available to **FoSCL members only** who live outside the postcode areas which give eligibility for the Dales Railcard.

FoSCL Dalescards cost £13 (currently under review). If you would like to purchase one by post please contact the Editor (address in front cover) for an application form. To pay by credit card please contact Pat Rand on: 01729 822930 or send an email to: pat.rand@settle-carlisle.com. Please do not send your credit card details through the post.

N.B: Membership of FoSCL in itself does not give travel privileges and the address card with your magazine is not a travel card!

News Notes

Booking Offices on the S&C

The closures of Settle and Appleby Station ticket offices are being considered in the McNulty Report on value for money in the rail industry, published in April this year. As Chairman of the Friends of the Settle-Carlisle Line, I have written to the Editor of the *Craven Herald* as follows:

“Your article on the possible closure of Settle station ticket office has caused some consternation in the town and surrounding area. Rightly so, if it were a foregone conclusion. However, our understanding is that the train operating company, Northern Rail, is required to keep the station open under the terms of its franchise agreement which runs until the end of 2013 and may be further extended.

The McNulty Report that you refer to was commissioned by the previous government to look at ways of getting improved value for money from government subsidies to the rail industry. It will form the basis of a white paper later this autumn, at which point we shall know the Government’s intentions for certain.

The Settle-Carlisle Railway is unique and there are special reasons for keeping Settle station booking office open. For one, a large number of tourist groups, often including elderly and infirm people, board the trains at Settle and many of them need assistance and supervision while crossing the track. If the station were unstaffed tourist numbers could be greatly reduced, to the detriment of the local economy.

The Friends of the Settle-Carlisle Line have been considering the implications of the McNulty Report since it was published in April and are actively working on a business plan to safeguard the retention of staffing at Settle station. For full details of McNulty’s proposals and information on our activities see our web site, www.foscl.org.uk.”

The full text of the relevant section of the McNulty Report, hidden away on page 200, reads:

“There are over 2,500 stations on the GB rail network categorised from A, which are the largest stations and regarded as national hubs through to F, which are the smallest, unstaffed, stations. Categorisation depends on size, facilities and usage. Fifty-three per cent of stations are staffed.

Around 5,500 staff work on retail activities, of which 37% (approximately 2,000 people) are employed at small and medium-sized stations.

The Study has found that the provision of retail staff is disproportionate to activity. Smaller stations account for 24% of passenger footfall. Retail productivity is lower at smaller stations, with approximately 3.5 staff per million passengers compared with 1.5 at Category A stations.

At smaller stations retail staffing is largely driven by the contracted opening hours of ticket offices, whereas at larger stations sales volume is such that resourcing can be better matched to demand.

At smaller stations the majority of ticket sales take place in a three-hour period between 07:00 and 10:00, but many ticket offices are open much longer. Category D station ticket offices are open for an average of almost 13 hours on weekdays and category E for 10 hours. TOCs do not have the freedom to change opening hours as these are contractually fixed by the TSA. Opening hours can only be changed with DfT approval, which historically has been granted on only rare occasions.

The industry has been slow to exploit the benefits of developments in retail technology compared with sectors such as retail and banking. Ticket vending machine (TVM) technology is developing with a focus on simplicity and speed of use, and the proportion of sales through self-service machines grew from 10% to 17% between 2006/07 and mid-2010. The advent of internet-based retail is also changing the face of retail on rail. Combined

internet and call centre sales rose from 10% in 2006/07 to just over 16% in mid-2010.

The use of Oyster Smartcard technology in London has demonstrated that a high volume transport network can move on from a piece of cardboard as the authority to travel. E-ticket/print-at-home, used by the airline industry, is gaining a hold in the rail industry, while m-ticketing, with the authority to travel carried on a mobile/handheld device, is also penetrating the market, reflecting expansion in the wider retail sector.

It has been argued that the staffing of ticket offices affects perceptions of personal security. The Study regards value for money in retail and security as separate issues. Passenger Focus research shows that customer concerns over safety and security increase after 20:00 hours. This may be a reflection of societal concern generally about security during the evening hours rather than being transport, rail or station specific. There is no evidence from National Passenger Survey data that TOCs with the latest closing times for ticket office achieve higher customer satisfaction in respect of station security.

The Study has considered how to ensure that the opening of ticket offices reflects demand and changes in retail channels and technology.”

Early Morning Through Trains

Those of us who contribute to the FoSCL magazine have, over the years, sometimes been accused of pretending that everything is for the best in the best of all possible worlds. While Network Rail were spending upwards of £60 million on renewing most of the track and putting in Intermediate Block Sections, it really did seem that a better passenger service was just around the corner.

On 23rd May the new timetable was introduced, with early morning through trains Leeds-Carlisle and Carlisle-Leeds for the first time in 17 years. This had been on FoSCL's wish list for years, supported by comments from many people travelling long-distance. Up until May, a train had left Skipton every weekday

morning very early, crossed over at Blea Moor and returned as the 07.16 Ribbleshead to Leeds. Similarly at the Carlisle end of the line, with the crossover taking place at Kirkby Stephen. In a news item on the FoSCL web site I said that we wholeheartedly welcomed the new service, which comment has recently come back to haunt me!

On 28th August, I wrote in the members forum on the web site, “The northbound train is now scheduled to arrive in Carlisle at 08.41 compared with 08.24 before. While a few commuters can no longer get to work on time and have had to stop using the train, its punctuality has been excellent. Not so for the southbound train: there have been days recently when it has been seriously delayed by points failure at Blea Moor, just north of Ribbleshead, causing commuters from Settle and other stations to be late for work.”

We knew that Network Rail were well aware of this problem and were working hard to solve it. They appeared to do so within a very few days, but what should have been just a blip in the service gradually turned into a nightmare for the commuters of Settle and other stations from Ribbleshead southwards. The train was now regularly delayed, the expectation was that it would be late and some people resorted to alternative modes of travel.

At the end of August we started monitoring the southbound train's performance and collecting information on the causes for delay. There were several days when there was allegedly no driver available at the right time and the train left Carlisle late. Northern Rail resolved this by improving the cover for staff. There was the occasional mechanical fault: one morning a faulty door caused a 20-minute delay. Northern took steps to improve the reliability of the trains.

By late September the train was almost always leaving Carlisle dead on time, but was getting steadily later as it progressed south. At the time of writing, 9th October, minutes lost by the time it reaches Settle have been steadily increasing for four weeks. It gradually became clear that this is usually due to it being held up by a preceding freight train: there are several

trains laden with over 2,000 tons of coal which leave Ayrshire overnight, destined for the power stations south of Leeds.

Matters came to a head on 6th October when a coal train failed near Kirkby Stephen. Single line working had to be implemented and the southbound train reached Settle 60 minutes late, the northbound one arrived in Carlisle 37 minutes late. Knock-on effects caused havoc with the S&C timetable for much of the day.

Both Northern Rail and Network Rail have told us that they regard this situation as totally unacceptable. It is to be hoped that long before this edition of the magazine is published, Network Rail will have agreed a solution with the freight operators. Anything I write now is likely to be out of date by the time you read it, so let's just look at the longer term implications of recent events.

First, it begins to look as if the current freight pathing on the S&C is incompatible with a southbound early morning through train. Fully laden coal trains are down to less than 20mph by the time they reach the summit and it seems inevitable that the 05.58 from Carlisle will be held up by the preceding freight. FoSCL will be pressing for a re-structuring of the freight paths.

Second, the only place currently between Carlisle and Settle where a freight train can be looped is Blea Moor. There is

a siding at Appleby which has occasionally been used in emergency but freight trains have to be reversed into this, difficult with a driver only train. FoSCL will in the short term be pressing for the reinstatement of the loop by Howe and Co's signal box: we understand that the track is in place but that there are signalling issues. In the longer term we shall campaign for more loops along the line.

Finally, all those people who suffered an hour's wait on 6th October in the pouring rain and gale force wind, due to a failed freight train, have our heartfelt sympathy. I speak as someone who had to spend 3 hours at Ribbleshead one January afternoon for the same reason. At least then I wasn't trying to get to work, and the pub was open.

Richard Morris

Stop Press: FoSCL has made contact with DB Schenker who have put in a short-term bid for freight train 6E52 to leave Carlisle after the 05.58 early morning through train. Until now 6E52 has been timetabled to leave Carlisle about an hour before the 05.58 and has caused it to be significantly delayed on a number of occasions. We understand that, subject to approval of one minor condition, this change was to take place from Monday 24th October.

SELF CATERING HOLIDAYS AT LONG MARTON STATION

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

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



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

S & C Christmas Specials

As in previous years it is Northern's intention to run an additional train between Carlisle and Kirkby Stephen on Thursday evenings in the run up to Christmas. This service will stop at all stations in the Eden valley.

The dates of operation for these trains are Thursdays 24th November to 22nd December inclusive.

The provisional timings are as follows:

Carlisle	dep 20.57	arr 22.59
Armathwaite	21.11	22.40
Lazonby	21.18	22.32
Langwathby	21.24	22.26
Appleby	21.39	22.12
Kirkby Stephen	arr 21.53	dep 22.00

This train offers passengers the chance of Christmas shopping in Carlisle or the chance of an evening meal in the Border City. Not only that, with the returning train leaving Kirkby Stephen at 22.00hrs, the residents of Carlisle could journey south on an earlier service, spend the evening in one of the villages or towns listed above, and catch the train back to Carlisle, an option only available with these trains.

Our thanks to Northern for once again putting on this service.

Douglas Hodgins

Postage Stamp Appeal

I would like to thank everyone for their support of my appeal in the August magazine for used postage stamps. Also, thank you to the person who wishes to remain anonymous for the cash donation. This has been forwarded to the Hospice.

Christmas is approaching and it is a time when we usually have more used stamps. I am continuing to collect used stamps for the benefit of Eden Valley Hospice. If you wish to help this worthy cause, please send any used stamps to me at: SCRDC (Stamps), Railway Station Clifford Street, Appleby CA16 6TT

Anne Ridley

Stations Report

In our last magazine I rightly praised our volunteers for the painting they had carried out at parts of Armathwaite station. Not to be outdone, a team of painters turned up at the end of September and the whole

station at Armathwaite has been repainted. Following Armathwaite, the team moved on to Lazonby and then Langwathby so all three of our northern stations have been repainted. With painters still in residence at Appleby, the buildings at the top end of the line are beginning to look resplendent under all this fresh paint.

Under the terms of the franchise agreement Northern must ensure that all of the stations in their area are painted at least once during the period of the franchise, hence all this activity.

The sharp eyed among you will have noticed that the tree felling team are back in action: evidence of their work can be seen at Horton and Armathwaite with probably more to do.

With the leaf fall season now on us Network Rail are trying to remove trees which are close to the line, especially those within a few metres of the ends of the platforms. By doing this clearance the number of leaves on the track is greatly reduced and the trains, on restarting from the station stops, gain adhesion more easily.

Douglas Hodgins

Railway Doctor Becomes Professor

Dr Paul Salveson is now a visiting professor at the University of Huddersfield. No, not in 'Shed Code Studies' but in the School of Applied Sciences which hosts the university's Transport and Logistics studies.

"The visiting professorship is a very great honour and I'm really thrilled at the prospect of working with colleagues at the university," said Paul. "There are some exciting opportunities to link my expertise in local rail development with other aspects of Transport Studies and several other cross-departmental disciplines," he added.

Professor Colin Bamford, Head of the Department of Logistics and Hospitality Management and Associate Dean, welcomed Paul's appointment: "I am delighted that Paul has accepted this honorary position. His wealth of knowledge and experience will benefit the experience of our students".

Winter offer from Northern Rail for FoSCL Dalescard and Dales Railcard holders commencing Monday 31 October

A £6.50 flat-fare adult Day Return ticket (Period return and single journeys are excluded). Valid on the Settle-Carlisle and Leeds-Morecambe lines, includes travel to/from Brampton and Wetheral on the Tyne Valley line (normal Dales Railcard area of travel applies). Available Monday, 31 October 2011 to Friday, 24 February 2012 inclusive. Up to four children can accompany Dales Railcard holders for a child flat fare of £3.00 each. No restrictions on time of travel. The flat-fare ticket can be purchased from ticket offices. When the ticket office is closed or if boarding at an unstaffed station, purchase your ticket from the conductor on the train. No further discounts are permitted with the offer; it cannot be used in conjunction with any other promotion. Please note: Overcrowding can often occur in half-term week.

Metro Offer - Settle & Carlisle & Leeds-Morecambe lines for 2011/12

The fare will be £9 return. You can take up to 4 children (under 16) for an additional flat fare of £4.00.

It is presumed that the usual rules will apply. The fare is from stations on the Leeds & Bradford Forster Square to Skipton lines so if you travel from other stations (e.g. Huddersfield) you will have to pay the normal fare from there to a station on the Aire Valley lines. Last year seniors couldn't get the special fare at weekends. Full details will be on the Metro and Northern Rail websites and in brochures available at stations - you are advised to check these. When buying tickets on the S&C and Morecambe lines, check whether the special offer fare (£9) represents a real saving on the regular fare with Senior Rail Card. On trips far up the lines it should be, but for trips of short/medium distance it may not be.

The offer runs from Monday 5th December, 2011 until Friday 23rd March, 2012 but it is not available

between Saturday 11th and Saturday 19 February, 2012 (half term week).

Change in Metro Senior Concessionary Rail Fares

From Monday 2nd January 2012, the flat fare West Yorkshire Concessionary single fare of £0.50 (£1.00 return) after 09.30 Monday to Friday, all day Saturdays, Sundays, and Bank Holidays will be discontinued. It will be replaced by a half-fare scheme. The £9 winter offer fare is not affected by this fare change.

Carol Service at Ribbleshead Station

The carol service will be held at 17.00hrs on the 9th December, mulled wine & mince pies etc. All welcome, wrap up warmly!

N^o5

RAILWAY COTTAGES

Railway Holiday Cottage



For rent on the Settle -Carlisle Railway line

Delightful 2- bedroomed cottage set in open countryside with stunning views.

Set in quiet surroundings on the Settle - Carlisle Railway line at Garsdale Head station, making it an ideal location for touring both the Yorkshire Dales and the Lake District.

Weekends and mid week breaks available.
Late availability possible
Sorry no pets.

Reasonable rates- telephone 0114 2696 008

WWW.5railwaycottages.co.uk

Reallocation to Scottish Region

After two years as station caretakers at Kirkby Stephen station, Rachel and I are moving on - temporarily at least - to go north of the Border where I now work as a signaller for Network Rail. At the time of writing it is not entirely clear what will happen at the station, but it is hoped that the work we have put in will be continued. We've had a fantastic couple of years here in the Cumbrian fells and have been bowled over by the warmth of welcome and many friends we've made. Rachel and I just want to say a big thank you for all the generous support so many people have given us, especially from FoSCL, and hope that we've helped in a small way to raise the profile of Kirkby Stephen on the railway map. Imagerail, Rachel's photography and graphic design business (imagerail.com) will transfer to Auchterarder, and would like to continue involvement in S&C marketing. Who knows, if a signalling vacancy comes up on the S&C, we may be back sooner rather than later!

Andrew Griffiths

Settle Station Signalbox

When we first heard that the Jane Tomlinson Walk was to be based in Settle, Derek Soames, retired signaller and leader of the band who collectively man and maintain Settle Station signal box, suggested that we should open both Saturday and Sunday of that weekend

and furthermore that any monies raised should go to the appeal. We made this known beforehand throughout Settle and as a result had a large number of people visit the box over the two days. Monies paid for items purchased plus donations raised the sum of £141 towards the appeal.

A few weeks later we agreed to open the box over the English Heritage Weekend, in our case Thursday, Friday and Saturday 8th, 9th and 10th September. The event was publicised on their web site resulting in an appreciable number of visitors on Thursday and Friday and a veritable deluge on Saturday, so much so that by lunchtime one of our number had to obtain a supply of throat pastels as he had lost his voice.

For those who are not aware, we open the box the majority of Saturdays throughout the year 10 - 4pm. Due in large part to the efforts of Malcolm Sissons, retired Senior Signal Technician, we can now replicate the passage of trains with bells, signals and a point, not to mention a lever which places detonators on the track in the event of an emergency. The public are encouraged to try their hand(s) - point levers in particular needing both strength and know-how when operating.

Our small dedicated band have, for reasons not clear to us, become known as the 'Last of the Summer Wine' crowd. No one owns up to being Compo! Pay us a visit.

Bob Swallow

*Kirkby Stephen Station
seen here as darkness fell
on September 13th.*

Photo: Keith McGovern



Wainwright Society Marks the Start of Long Walk at Settle station Saturday 24th September

Some months ago I was approached by David Pitt from the Wainwright Society. He and his wife Heather had followed the walk which Wainwright took in September of 1938 when Britain stood on the brink of a second world war. Wainwright wrote a journal of his walk which was finally published in 1986. David and Heather's guide book keeps as close to the walk as possible.

Unlike average walkers Wainwright walked over 200 miles in his two week holiday. Taking the train from Burnley he arrived at Settle station and proceeded to walk to Hadrian's Wall, and back again. The publication of David and Heather's book was marked by a slot on BBC's *Inside Out, North West*. I bought the book from the Friends shop and I then bought the journal that AW wrote in 1938. For a glimpse into social attitudes, life in the remote parts of the north and Wainwright in general the book is invaluable and a real page-turner! Some parts of it had me laughing out loud, particularly AW's views on women. (If you are offended by non PC views I would advise you avoid it)

The Wainwright Society would like to bring more emphasis and attention

to the Pennine walk and hope eventually to get it way-marked. Wainwright's association with the Lakes is well known - but his love of hill walking encompassed much of the north Pennines too.

The plaque unveiling was attended by about 60 people, including representatives from Northern Rail, The Settle-Carlisle Railway Development Company, the Friends of the Settle-Carlisle Line and The Wainwright Society.

It was unveiled by Helen Holden, who is the daughter of Lawrence Wolstenholme, one of Wainwright's work colleagues in Blackburn, to whom he sent a series of illustrated postcards from various locations along the route. The Wainwright Society hopes that promoting the long-distance walk will bring economic benefits to the communities along the route, as well as showcasing the landscape of the northern Pennines.

It is also hoped that the Pennine Journey route will be waymarked on the ground - as a precursor to its marking on future Ordnance Survey maps

It is fitting, and a privilege, for Settle station to remember this extraordinary and complex man.

**Marion Armstrong –
General Manager, Settle-Carlisle
Railway Development Company**



Further coverage on the BBC web site: <http://www.bbc.co.uk/news/uk-england-york-north-yorkshire-15038171>

**I - R:
Marion Armstrong,
Judy Morris and
David Pitt, Settle
station, 24th
September.**

Photo: Richard Morris

S&C Walking Festival

There will be a Settle-Carlisle Walking Festival from 1st-7th May 2012. A programme is currently being devised, and a special website is being developed. The details will appear (in due course) on www.ride2stride.org.uk It is anticipated that there may be about twelve Guided Walks, four talks and three music events.

Tony Grogan

Better Winter Bus Links from the S&C

New for this winter is a Sunday bus link from Garsdale to Hardraw, Hawes and Gayle with connections through Wensleydale to Leyburn and Northallerton. The 16-seater Little White Bus departs Garsdale Station every Sunday (except Christmas Day & New Years Day) at 10.45 (waiting for trains as necessary) returning from Hawes (Board Inn) at 17.22.

This is in addition to the Monday to Saturday service which continues unchanged but with the bonus of offering Demand Responsive services over Buttertubs Pass to Keld, Muker and Gunnerside or down Wensleydale to Bainbridge, Askrigg, Aysgarth and West Burton. The latter facility compensates for the loss of the PostBus. Wherever possible these Demand Responsive services will operate on demand for passengers boarding at Garsdale Station but advance booking is recommended. You can ring the Upper Wensleydale Community Office daytime Monday to Friday on 01969 667400 or the Little White Bus driver on 0781 698 6448 or e-mail littlewhitebus@blackberry.orange.co.uk during bus operating hours.

Bus passes are accepted on scheduled services between Garsdale and Hawes but not on Demand Responsive services as the scheme does not cover such services.

These services are provided by the Upper Wensleydale Community Partnership in collaboration with the Dales & Bowland Community Interest Company and FoSCL members are strongly encouraged to use them.

The Saturday bus from Dent station (10.20) to Dent, Sedbergh and Kendal returning at 14.25 from Kendal, 15.00 from Sedbergh & 15.15 from Dent Village will continue to operate every Saturday through the winter and the later return bus from Sedbergh & Dent will be reintroduced in April. This service was saved from the Cumbria County Council cuts in April thanks to the hard work of FoSCL members including regular user John Carey and financial support from our funds. It now needs your support to keep it viable and attract further grant funding.

Bowland Transit buses are revised with through buses now operating between Clitheroe (connecting with trains from Manchester), Slaidburn, Settle, Stainforth and Horton. The improved timetable (Monday to Saturday) includes a later bus at 18.15 from Settle to Clitheroe restoring evening connections from the S&C to Manchester.

Further good news for Lancashire residents is the new Sunday bus service X43 / 872 from Manchester Chorlton St 08.10 via Burnley 09.15 to Skipton and Grassington 10.52 returning at 16.55. Just £9.50 for a Dales Rover ticket; up to 2 children accompanying a fare payer and bus pass holders free! An hourly service operates during the day between Burnley, Skipton and Grassington.

Full details of all the buses in the Dales are at:

www.dalesbus.org

or in the Metro DalesBus booklet available from stations and TICs in West Yorkshire and the Dales. If you require a copy by post please send an A5 SAE to:

John Disney, Milldale, 2 Station Rd, West Hallam, Ilkeston, Derbyshire DE7 6GW.

If you have any comments on bus services in the Dales please contact me:

Telephone 0115 9322356;

email: media@dalesandbowland.com

John Disney

Special Traffic Report

Aug 1st	45305	Crewe - Carlisle
Aug 3rd	44932	Lancaster - Carlisle
Aug 6th	44932	York - Carlisle
Aug 8th	45305	Crewe - Carlisle
Aug 9th	37423 + 66434	York - Carlisle, inspection saloon
Aug 10th	48151	Lancaster - Carlisle
Aug 13th	44932	York - Carlisle
Aug 13th	47245	Carlisle - Crewe
Aug 15th	70013	Lancaster - Carlisle
Aug 17th	48151	Lancaster - Carlisle
Aug 20th	44932	York - Carlisle
Aug 20th	45305	Carlisle - Crewe
Aug 22nd	45305	Crewe - Carlisle
Aug 22nd	HST	Heaton - Derby, test train
Aug 24th	48151	Lancaster - Carlisle
Aug 25th	70013	Euston - Carlisle
Aug 27th	45305	Carlisle - Crewe
Aug 27th	HST	Derby - Heaton, test train
Aug 31st	48151	Lancaster - Carlisle
Sept 7th	45231	Lancaster - Carlisle
Sept 11th	37194 + 37688/57007 + 57011	Birmingham - Carlisle
Sept 28th	2 x Class 47s	Carlisle - Brighthouse

(N.B. A number in bold italics denotes steam locomotive. Numbers connected by a + sign denote two locos 'double-headed'. Numbers separated by a / sign denotes two locos 'top and tailing' a train - the working on Sept 11th had both!)

Due to the WCML being temporarily closed at Oxenholme on 3rd August, a Virgin Voyager traversed the S&C on the 14.20 Birmingham - Edinburgh.

Steam loco 6201 derailed its tender at Crewe on 13th August, so the excursion train was worked by Class 47 diesel 47245 instead.

An engineers' ballast train on Sunday 28th August from Buxton to Carlisle was worked by Class 60 No 60071 with *Ribblehead Viaduct* nameplates still attached.

On the 29th of August the rostered steam loco failed and the train was 'top and tailed' by Class 47 diesels instead.

On 3rd October Network Rail began the Water-Jetting train, which uses ultra-high pressure to blast Autumn leaf mulch from the railhead, to prevent trains slipping.

The first day saw DRS locos 57005 and 57008 in service. A lot of tree-felling along the lineside has also been undertaken, to try and reduce leaves on the track.

Pete Shaw



70005 near Garsdale at 11:40 with 6M11 04 Killoch - Fiddlers Ferry on Wednesday 24th August.

Photo: Stephen Willetts

FoSCL volunteers enjoy a visit to the South Tynedale Railway

On Saturday 3rd September 2011, approximately 75 FoSCL volunteers enjoyed a visit to the South Tynedale Railway in Alston (Cumbria). The trip was organised by Ruth Evans (FoSCL's Volunteers Co-ordinator) and was jointly funded by Northern Rail, FoSCL and the volunteers who participated in the event.



1: Waiting for the northbound service train at Settle
Photograph by Mark Rand



2: Ready to board the service train at Settle
Photograph by Mark Rand



3: Assemble here (Langwathby) for the trip to Alston
Photograph by Bob Swallow



4: Waiting to board the steam train at Alston
Photograph by Bob Swallow



5: Alston station on the South Tynedale Railway
The standard gauge Haltwhistle to Alston branch line was built by the Newcastle and Carlisle Railway Company and opened in 1852 (5th January for goods trains and 21st May for passenger trains). The line closed to all traffic on 1st May 1976.
Photograph by Mark Harvey



6: Starter signal, crossing & signal box at Alston
Local efforts to preserve the standard gauge line were unsuccessful and BR removed the track. Narrow gauge trains now run on approximately 2½ miles of two-foot gauge track laid by volunteers along the old trackbed between Alston & Kirkhaugh.
Photograph by Mark Harvey

FoSCL volunteers enjoy a visit to the South Tynedale Railway

The volunteers travelled to and from Langwathby via the Settle-Carlisle line using Northern's service trains, then by road between Langwathby & Alston using private hire coaches. Shortly after arriving in Alston, the entire party enjoyed a 4½ mile return journey between Alston and Kirkhaugh on the South Tynedale Railway. The volunteers then had the option to tour the railway's workshops & signal box; visit "The Hub" transport museum; and / or take a short guided walk around the charming market town of Alston.



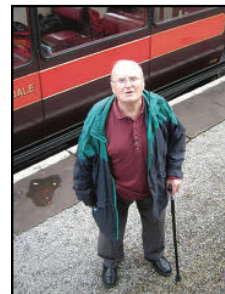
7: Waiting for the engine to run-round at Kirkhaugh
Kirkhaugh is currently the terminus for the line, but it is hoped that it will become an intermediate station when the line is extended. Tracks have been laid to Lintley, & permissions have been granted as far as Slaggyford.

Photograph by Mark Harvey



8: Watching the engine being coupled at Kirkhaugh
The 90 hp 0-4-0 tank locomotive no. 125 "Thomas Edmondson" was built in 1918 to a standard First World War German Army design by Henschel & Sohn of Kassel, Germany.

Photograph by Bob Swallow



9 - 12: On the platform at Kirkhaugh: "Smile for the camera, please"

Photographs by Mark Rand



13: Smiles on the train
Photo by Mark Harvey



14: Smiles on the train
Photo by Mark Harvey



15: Loco no. 125 resting at Kirkhaugh
Photograph by Mark Harvey

Water Tower News



We are almost there. The inside of the tower is just about finished and awaits decorating. I find this remarkable as building work only started on June 7th. The final stage is for the roof room to be popped on top some-when in November. The delay with this has been the requirement to submit a separate planning and Listed Building application for it. The room itself, weighing about 8 tons, is being pre-fabricated in Hull before being brought by road to Settle where low railway bridges complicate things a little. Then it is to be craned into position on a pre-existing plinth. The big crane has already had a dry run lifting part of the staircase into the tower from the top. The picture above shows a staircase component hanging high above Settle Station before being lowered through the tank base.

The television coverage of the project has gone well and should provide another opportunity to showcase the line. We still do not have a date for the programme's transmission but it will not be until the new year. The final date for filming is in January. Watch out for 'Restoration

Man', 9pm for one hour on Channel 4 on a date to be fixed. Details in the next magazine and on the FoSCL website. You can still follow the day by day progress at:

www.settlestationwatertower.blogspot.com

Mark Rand

Northern Viaduct Trust

The Northern Viaduct Trust have recently completed a two-year programme of repairs on two brick and masonry bridges over their popular railway footpath at Stenkrith, east of Kirkby Stephen. Much of the total cost of £15,000 has been met by generous grants from the Cumberland Building Society, the Crag House Trust, North Pennines Area of Outstanding Natural Beauty, the Manifold Trust, HF Footpaths Fund and Cumbria Council's Upper Eden Neighbourhood Forum. The path crosses two of the trust's Grade 2 listed viaducts – Podgill and Merrygill – both dating from 1863.

The trust is now concentrating on repairs to a third, the massive 90ft high, 14-arch Smardale Gill Viaduct which is part of an equally popular walk along the former railway line west of Kirkby Stephen and now a linear nature reserve. An engineering assessment has revealed severe frost damage caused during two successive harsh winters and requiring a work-programme covering several years and likely to cost well in excess of £75,000. The most immediate task is to re-waterproof the deck and to repair masonry at the foot of one of the piers; the Trust, a registered charity, is now actively seeking funding for this.

Gordon Biddle – Chairman NVT

Right: Mike Thompson - Chairman, Stainmore Railway Company - at Kirkby Stephen East, 27th August.

Photo: Pete Shaw

Stainmore 150

On July 1st 1861 the South Durham and Lancashire Union Railway began to operate goods trains, quickly followed by passenger traffic on August 7th. The route linked Darlington, Barnard Castle, Kirkby Stephen and Tebay – with later extensions to Penrith and Cockermouth.

Westbound goods traffic was often coal, and eastbound was iron ore; passenger trains famously included specials from the industrial north-eastern towns through to Blackpool. It all ended when the line closed in 1962.

Quite a lot of Kirkby Stephen East station building survived for another thirty years as a bobbin mill, which itself closed, leading to gentle decay. In 1997 the site was purchased with the intention of returning it to a working heritage railway. Since then a group of dedicated enthusiasts have worked hard and long, often against great odds (such as contaminated fly-tipped industrial waste which had to be removed professionally at great cost). An exciting milestone was reported in the FoSCL magazine in February 2000 when a steam loco was fired up for short runs in the yard. This was Peckett 0-4-0 saddle tank No. 2084 F.C.Tingey.

And now, to mark the 150th Anniversary of the route being opened, steam trains are running again for the

public. August Bank Holiday weekend, 26th – 29th 2011, saw a gala event at Kirkby Stephen East which was a massive leap forwards for the team. Two locomotives were in steam ‘top and tailing’ a pair of B.R. maroon Mk 1 coaches. They were B.R. standard class 2 No. 78019 (once shedded at Kirkby Stephen East) and the Peckett F.C. Tingey. The runs went about a quarter of a mile towards Waitby. Also on display were N.E.R. J21 No. 65033, Fletcher 901 No. 910 and N.E.R. wooden snowplough No. 18. It was particularly fitting to see 78019 and the snowplough present, as they both featured in the British Transport Commission film *Snowdrift at Bleath Gill*, with stunning shots of them blasting into huge blocks of snow atop Stainmore to rescue a stranded train.

A special preview day for volunteers, funders and guests was held on Friday 26th August with the formal grand-opening ceremony carried out by National Railway Museum director Steve Davies on Saturday 27th; re-enactment of the ‘cutting the first sod’ ceremony on Sunday 28th and a former employee re-union on Monday 29th.

The achievement of getting public service trains running again is a great credit to the foresight, determination and sheer hard work of all those involved – Well Done!

Pete Shaw

Wensleydale Railway (office tel 08454 50 54 74)

I’m starting with an apology! It may seem early to mention Santa Specials but after half term bookings come in quickly. It’s important to book in advance, especially for Christmas Eve (a Saturday this year). Tickets for these ever-popular trains are £12.50 each for adults and children (Christmas Eve £15) and include 45 minute train journey; wrapped children’s gifts; mulled wine and mince pies for adults. Book via WR office.

Extra vegetation clearance is being carried out along the line so there are changes to some train times - but no train runs earlier than shown in the 2011 timetable. Details on: www.wensleydalerrailway.com or telephone the number above.



The locomotive *City of Truro* was due to visit the railway on October 8/9 but this was postponed due to repairs necessary after its summer travels. Although disappointed, WR looks forward to welcoming *City of Truro* when repairs have been completed.

Special events ahead include:
 Fri Nov 25: **Guided walk and Festive Lunch** – dep Leeming Bar 09.50 (booking essential). Also Fri Nov 25: **“Two railways” visit to Carlisle and special tour beneath Carlisle station.** To start from Leeming Bar, please book through WR office. Coach connection between Redmire and Garsdale. (To join this event directly from the Settle-Carlisle train dep Leeds at 10.49 i.e without travelling on the Wensleydale Railway, please phone me on 01969 650187).
 Tues/Wed/Thurs/Fri Dec 27/28/29/30: 4-5 mile post-Christmas guided walks. No need to book – just catch the 09.50 train from Leeming Bar (check dep times for other WR stations); bring packed lunch and drinks and wear suitable footwear and clothing for wintry weather.

Join us for the last walk of the year! 8 miles on New Year’s Eve, Dec 31. Redmire to Aysgarth Falls and back. No need to book; details as for Dec 27-30 walks above).

Stay at the Wensleydale Railway’s Aysgarth Falls station. Full details from: cottage@wensleydalerrailway.com tel: 01969 663811.

Walking - A Social, Environmental and Economic Priority

Wednesday November 16th: SCENE’s second walking conference (Settle-Carlisle Enterprise Network) will be held at the Victoria Hall, Saltaire (change at Skipton if travelling on the train departing from Carlisle at 08.53). Booking essential.

Speakers include Colin Speakman, whose new book on walking has recently been published. Also talks on two long-distance walks: the Dales High Way and the new Settle to Hadrian’s Wall route; walking for health; public transport etc. Programmes can be downloaded from www.foscl.org.uk or request a copy by post from 01969 650187.

This event will be of special interest to accommodation providers as well as walkers. Conference bookings asap - £12.50 including buffet lunch (SCENE members £10), payable by cheque to SCENE, The Community Office, Hawes, DL8 3RA.

Ruth Annison

78019 leaves Kirkby Stephen East for Waitby on a rainy 27th August.

Photo: Pete Shaw



The Settle-Carlisle Partnership – what is it?



Over the past few months, a number of FoSCL members have asked us questions which suggest that there is a fair degree of confusion out there over who does what. Many people seem to think that the Settle-Carlisle Line is all FoSCL. Not at all! And here's why...

What's going on?: We recently had a new logo designed, using the Wyvern heraldic beast which featured on the original Midland Railway crest, and which we intend should raise awareness of the Settle-Carlisle Line in the run up to refranchising, and for use on branded goods. We believe we shall carry more weight in railway and government circles if all three partners – details below – act together as one under the Partnership label.

What are CRPs and why isn't the S&C one?: These days almost all rural railways are Community Rail Partnerships. AcoRP, the Association of Community Rail Partnerships, was first set up in 2005 by Dr Paul Salveson, a good friend of FoSCL's. A community rail line is a local railway which is specially supported by local organisations, especially local authorities, and usually with Rail User Group involvement.

In 2006 the S&C Partnership rejected the proposal that the S&C should become a Community Rail Line. The DfT proponents came and gave a presentation at a DevCo meeting at which FoSCL Officers were present. It was rejected on the basis that it was inappropriate for a through route with heavy freight traffic, and with the strength of the Partnership nothing would be gained from such designation.

The FoSCL felt that together with our partners we already were a CRP in all but name. We also thought that we were much bigger than all the others and that we were in fact being taken as the model for community rail. Big-headed maybe, but in short, as I said to a DfT stakeholder meeting last year, "We got there first!".

The Settle-Carlisle Partnership is a loose association of three closely related organisations. It may become more formalised in future but there are no firm plans for this at present.

Who are the members of the S&C Partnership?:

The Friends of the Settle Carlisle Line were originally formed in 1981 to campaign against a proposal to close this famous historic and scenic route, and in 1989 the Government decided that the line must remain open. Since then we have acted as a user group to improve facilities and services for passengers, and as a support group for the train operating companies.

The Settle and Carlisle Railway Trust is a registered charitable trust formed in 1990 to help preserve, restore and maintain the historic buildings and structures along the line and also to promote the public's knowledge and appreciation of the line.

The Settle-Carlisle Railway Development Company was formed in 1992 as a limited by guarantee, not for profit company to encourage sustainable commercial development. Senior figures in the region formed the company to provide a powerful network to stimulate appropriate development involving all the local authorities and public sector bodies in the region surrounding the railway.

Still with us? Read on for the detail...

FoSCL: You're all members (well, unless you've borrowed a copy of the magazine from a friend!) so you will have read the Constitution from beginning to end. You will know that there are seven objects for

which the Friends were established, all listed under a) to g). The one I pay most attention to is “to encourage, support and promote the use and development of the S&C and associated lines”.

We are an unincorporated voluntary association. And in a single sentence: we’re the volunteers, we do guided walks, station gardens, on train guides and run the station shops. There’s a whole host of other activities we get involved in, see the FoSCL web site, www.foscl.org.uk.

The Trust: The S&C Railway Trust’s purpose is twofold -

(i) Restoration, preservation, maintenance and protection of railway buildings, structures, plant and equipment on the railway lines Carlisle to Leeds and Bradford and Hellifield to Blackburn.

(ii) The promotion of public access appreciation and understanding of the historical and cultural aspects of the lines

It is a Registered Charitable Trust managed by nine Trustees which leases and cares for a number of historic railway buildings along the line. The Trust has a wholly owned subsidiary company Settle and Carlisle Railway Properties Ltd which acquires and holds properties at the request of and for the purposes of the Trust. For more details see the Trust’s website www.sandctrust.org.uk

The SCRDC: To quote: “Our ultimate aim is to increase passenger fare box revenue for the TOC but we are also acutely aware of the wider social and economic benefits the line has to the region.” They are a company limited by guarantee. Their principal activities are:

- promotion and marketing for both the S&C and the Leeds-Morecambe Line
- group travel bookings
- Dales Railcards
- capital projects, eg Settle and Appleby stations refurbishment
- refreshment trolleys on trains
- staffing ticket offices in conjunction with Northern Rail

- operating a subsidiary company to run Skipton station cafe

For more information, see the SCRDC web site, <http://www.scrdc.co.uk/>

Postscript: why all the different web sites?:

Each of the three partners has its own site, see above. Each one deals with the activities that are unique to each organisation.

The overall Settle-Carlisle web site, the grandma of them all that everyone knows and loves, is www.settle-carlisle.co.uk. It’s shared by the Partners, covers everything that relates to the Settle-Carlisle Railway as such and gets a lot of visitors, many of them from North America. But, it’s now looking its age. We’ve written some web pages for mobile phones which we hope to make available soon, and beyond that we’re well aware that it needs re-writing. It’s just finding the time to do it, what with everything else that’s going on!

Richard Morris - FoSCL Chairman

The Settle & Carlisle Railway Trust Recent Developments by David Ward

The work of the Trust often goes unrecorded. This short article outlines significant recent achievements.

1. Ribbleshead Station and Visitor Centre:

The Station Building has been completely repainted inside and outside. Three barge boards have been renewed and other repairs carried out on the fabric including applying a special coating to the areas above the west-facing windows in an endeavour to stop rain water ingress to these areas exposed to the strong westerly winds. The building is now in excellent condition.

The Visitor Centre has been open on a minimum of three days per week from Easter to end of October. The experiment of manning the Centre with FoSCL Volunteers under the overall management of Pat and Tony Beckwith has been an enormous success and the Trust is very grateful for the 20 or so Volunteers who have participated.

The Visitor Centre display has also been completely updated with new descriptive boards and the former flat's living room and kitchen has become a useful sales outlet for light refreshments, books, etc.

2. Ribbleshead Station Master's House:

We are now within sight of a conclusion to the refurbishment of this building back to a traditional Station Masters House and preliminary work has already started.

The plan is to demolish all the later additions including the flat roof section and the pitched roof building behind constructed of composition stone. These buildings do not have foundations. This will leave the main building which will be completely restored with new hard wood Midland Railway-style timber windows, Midland Railway-type barge boards and ridge tiles and the original stone walled courtyard (on the north side) and porch (on the station side wall) will be replaced. The house will thus become an attractive three bedroom property with all mod cons and insulation.

The building plan is to carry out the demolitions and strip the inside of the house of all its ceilings and wall plaster together with other items (eg bathroom, kitchen, fireplace) before the end of this year. The chimney flashings etc., will also be repaired and this will enable the building to air out during the winter and enable an assessment to be made of any further structural repairs. The drains and water supply will also be assessed this year. The intention is that all original features (eg doors) will be retained. The main refurbishment will be done in the Spring/Summer of next year when the weather is conducive to this type of work.

The Trust is greatly indebted to Network Rail for providing a breakthrough to this solution and Network Rail will provide Project management and very considerable help with minimising the total costs of the work. John Ives will continue as the Trust's Architect for the Project and again the Trust is greatly indebted to him for all his experience and valuable assistance.

3. Horton in Ribblesdale: Nigel Mussett, the Partnership Archivist, has moved his work

station to the Community Room at Horton Station following the sale of Settle Town Hall, where he had occupation of a room for his work. The Trust is delighted to make this room available to Nigel in view of the invaluable work he is doing on cataloguing and conserving the S&C Archives.

4. Kirkby Stephen: Andrew and Rachel Griffiths have given the Trust notice that they wish to terminate their lease of Kirkby Stephen Station with effect from the 5th November 2011 for personal reasons. The Trust is sorry they have decided to leave after a period of only just over two years and the signing of a new lease as recently as last June. Andrew and Rachel have worked hard to try to make Kirkby Stephen a viable operation and we are indebted to them for the new life they have brought to the station and their initiative with a café and holiday let.

The Trust has taken professional advice on the best future use for the station building. Previous evidence is that a future as offices and/or a Café would not prove remunerative and as a residence would have planning objections. Holiday lets are therefore recommended as the best prospect.

Discussions are therefore well advanced for the Trust to take over from the Griffiths the existing holiday let with a seamless changeover so that all bookings already made for the remainder of this year and next year can be honoured. This has been made possible by a most generous offer from Pat and Tony Beckwith to take over management of the holiday let and continuing the employment of the present staff.

A future for the northern half of the building presently used as the flat for Andrew and Rachel has not yet been decided but this could be turned into a second holiday let.

5. Value of the Trust's Work: The Trust is extremely grateful for the various grants it receives from FoSCL. A recent calculation indicates that in the last five years outright grants from FoSCL (i.e., repayment not required under any circumstances) have totalled £100,000 and in return the Trust has been able to provide nearly £1 million

of value to the S&C. For example the Trust's ability to obtain planning consent and a large grant from the Railway Heritage Trust has added substantially to the value of the Station Masters House. The FoSCL grants have therefore earned very good value for money and are completely in line with why Members pay their subscriptions and leave legacies to the S&C line in their Wills.

(FoSCL Chairman Richard Morris writes: *Just to expand on the figures quoted in David Ward's article, the total of approximately £100,000 over the past five years excludes the £50,000 donated by FoSCL towards the purchase of the Ribbleshead Stationmaster's House and which could be repaid in exceptional circumstances such as threatened closure of the line. It does include the proceeds from the Ribbleshead Viaduct Walk of 2009, organised by FoSCL on behalf of the Trust.*

The £1m worth of value includes a notional figure of some £400,000 for the time spent by Trustees and volunteers if it were to be costed at commercial rates. In addition to ongoing expenditure such as insurance and caretakers' salaries, it includes very significant sums on repairs and maintenance – inevitable given the nature of the weather at Ribbleshead and elsewhere – and grants from other donor organisations.

FoSCL may in future be looking at further financial support for the Trust, especially if such investment could lead to increased income.)

2012 Settle-Carlisle Railway Calendar

13 colour photographs of steam and diesel trains in scenic locations along the line by *Pete Shaw Photography*.

Steam Locos: 46115 Scots Guardsman, 6201 Princess Elizabeth, 6233 Duchess of Sutherland, 5690 Leander and 48151

Diesel classes: 37, 47, 56, 57, 60, 66, 67

Approx A4 landscape size. £10 inc p+p

Please make cheques payable to 'FoSCL'

From:

**Mrs Kath Smith, FoSCL Sales
2 Betsy Lane, Temple Sowerby
Penrith CA10 1SF**

The Early Days of FOSCL Recollections of Edward Album



Edward Album at Kirkby Stephen station.
Photo: Pete Shaw

I read with great interest the reflections on the early days of FOSCL which were published in the August Magazine. As I was closely involved, particularly on the campaign to save the Line from closure, I thought I should add my own recollections.

I joined the FOSCL Committee in early 1986 and served until my retirement 23 years later in 2009. It may be easiest to start with the story of how, as a Londoner, I became involved. It so happened that a master at my son's school who came from North Yorkshire was raising money for the campaign to save the Line and was looking for people in London to add support. I had been brought up in Bradford during the Second World War between the ages of 3 and 9 and my favourite occupation then was watching the trains go by at Shipley or in the fields near the station at Crossflatts. My father, who served in France in the First World War, was too old to go abroad in the Second and was posted to the North of England. We had one year in Blackpool and then five years in Frizinghall.

With this background, and in view of my experience as a company and commercial lawyer, I volunteered my services. I believe I first made contact

with Brian Sutcliffe or Pete Shaw. The battle to save the Line was in full swing and the Friends needed legal representation at hearings of the Transport Users Consultative Committees (TUCC's) for North East and North West England.

There were numerous individual speakers at the TUCC hearings, which took place in different towns and cities, and they concentrated on the value and importance of the Line and resulting hardship. The legal emphasis was on extracting from British Rail the actual figures for income and expenditure, including the real cost of repairing the Ribbleshead Viaduct. British Rail were not helpful on this subject and took over a year to respond, but had let it be known that repair estimates were in the region of £10 million or even larger. (The actual figure when the Line was saved and the work had to be done was around £2.5 million.)

I became heavily involved also in lobbying Members of Parliament in London and developing communications with the Department of Transport. A senior chartered accountant was brought in to present realistic figures and a number of leading politicians, including Lord Whitelaw, were recruited to support the campaign.

The campaign was conducted both by the Friends and by several other groups, including a Joint Action Committee, of which the Friends were part. The Friends Committee was a strong one, all were active in different roles.

After numerous vicissitudes and a double round of campaigning via the TUCC's and the Department of Transport the Line was reprieved on 11th April 1989. I still have the original of the letter written to me by Michael Portillo, then Minister for Public Transport (reproduced above) reporting the reprieve and saying that he looked to the Friends for support in the future. We can categorically confirm that this support has been given in full measure.

After the Line was saved, the Committee somehow thought that our main job was done. This proved incorrect. There were numerous other activities for the Friends, including lobbying for improved services, sales of memorabilia,

a station shop and sponsored walks. Then came the challenge of privatisation which involved a number of detailed memoranda from the Friends and our appearance at the famous Committee Room at the House of Commons. We opposed the proposals not for political reasons but on the grounds of cost and practicality. I still have the Memoranda which I drafted at the time, with approval and additions from the Committee members, and these were distributed to MP's and the Department of Transport. Subsequently, potential risks for the Line have remained partly in view of financial constraints and partly from other pressures. The work of the Committee has continued unabated.

An important element of the Friends' closure campaign was an offer to set up a Trust to raise funds for the Ribbleshead Viaduct repairs and future works. This offer was accepted by the Minister and mentioned in his reprieve statement. He said "It has been proposed that a trust fund be set up to care for the structures on

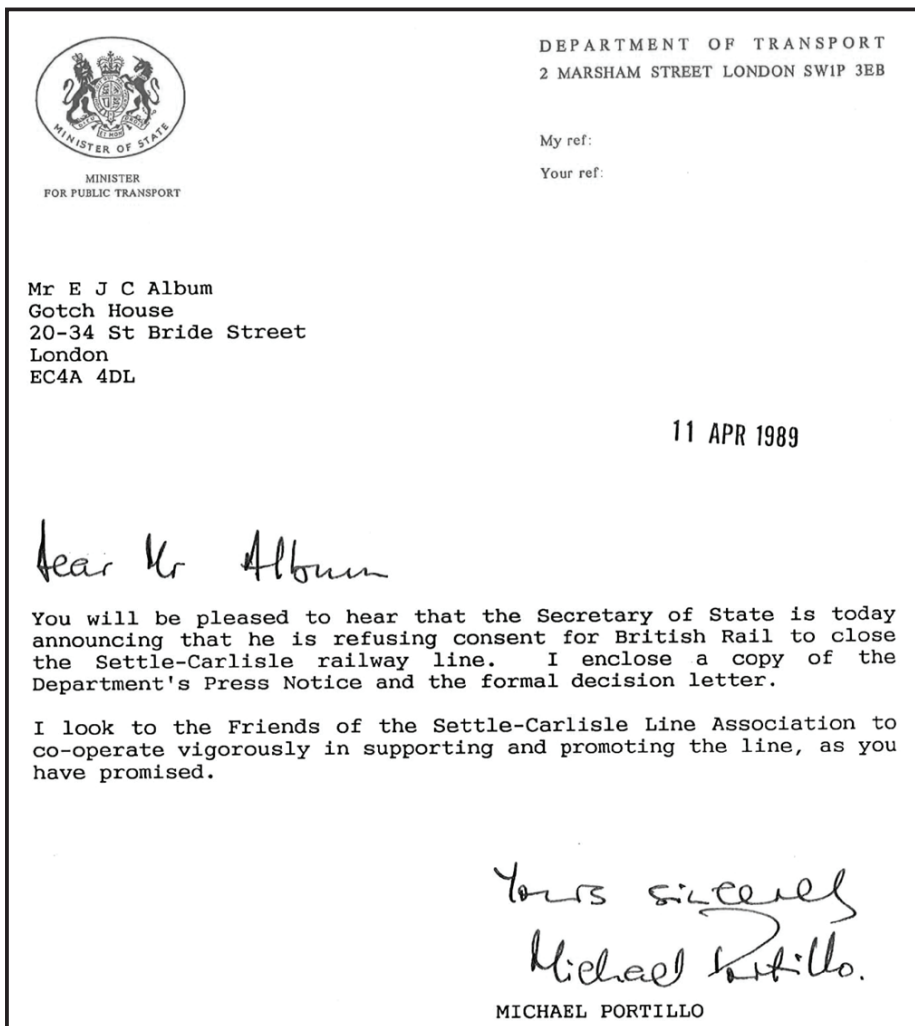
the line of heritage importance. I support that proposal." Substantial sums were then raised for the Ribbleshead repairs and later for the acquisition and restoration of the three stations later acquired by the Trust at Ribbleshead, Horton and Kirkby Stephen and also, much later, for the Stationmaster's House at Ribbleshead.

It has been a long journey so far as the Committee are concerned (and for me whilst a member) but a very positive one. The particular feature of the Friends, based on the wise initial leadership of Brian Sutcliffe and of later Chairmen, has been the co-operative policy of the Friends towards Government and the Rail Authorities. The Friends have fought for what they believe in or wanted to achieve but always endeavoured to work with those running the Line. It has been a privilege to be part of this.

I understand that the Friends' Archivist is putting together documents from the early days. I shall be happy to contribute my papers, which have filled several boxes.

**Edward Album
October 2011**

*The Letter from
Michael Portillo M.P.*



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at...

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National Railway Heritage Award



RICS Tourism & Leisure Award 2008

BBC

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



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Snowhuts **DENT**

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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.

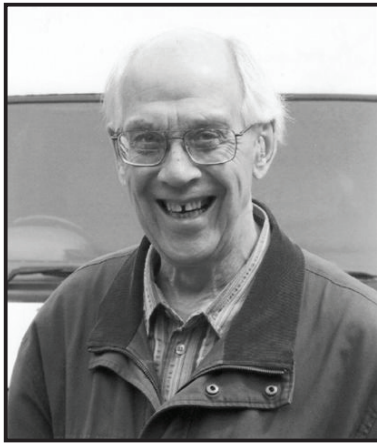
The weekly Snow Hut fee can start from £350 so please call for further information.



www.dentstation.co.uk

07824 66 52 66

Dent in the 1950s Part 5 by Rodney Hampson



The Lineside:

'My' area was really limited by the two tunnels, though I had some interest in Garsdale Junction Station to the north and Blea Moor Box to the south, because of my 'weekday on call' responsibility, strictly from Aisgill (inclusive) to Blea Moor (exclusive). Stationmasters took alternate weeks of being on call twenty-four hours a day with their neighbours and were paid a little extra, more if Sundays were included. In a town, the SM on call could leave word that he was at the cinema or pub, where a porter could find him; but in places like Dent this wasn't possible and one was pretty well tied down. On call was from Thursday to Thursday, and so half-days off had to be in the week off call, usually Saturday at Dent.

The Garsdale water troughs were to the north of Rise Hill Tunnel, cared for by Garsdale platelayers. No concern of mine, except that occasionally the fireman on a south-bound train would forget to raise his scoop after taking water, and gouge out a sleeper or so from the foot crossing at Dent Station, resignedly replaced by the platelayers.

Rise Hill Tunnel was three-quarters of a mile long, slightly hockey-stick shaped, with the curve at the north end - you couldn't see through it. A gang of four platelayers - lengthmen - covered the line through Rise Hill Tunnel in charge of the ganger, Joe Cragg. In turn, he was supervised by the District Permanent Way Inspector, 'Joss' Walton, located at Kirkby Stephen. Joss was a big, burly man, shrewd and taciturn.

The 'Coal Road' crossed the line by a bridge just north of Dent Station, winding up from the valley to cross the watershed to Garsdale. There was one derelict farmhouse above the station, Blackmire, and a wartime observation post on the roadside, complete with GPO telephone line. My wartime predecessor, Mr. Sanderson, had served there in the Observer Corps. Some OPs were reactivated for the Cold War, but this one was dormant in my time.

The summit of Great Knoutberry Hill (2200 feet), above the station, provided the most remarkable views in clear weather, noted on my 2½ inch map flap in the summer of 1955. To the north, Wild Boar Fell, the Eden valley, the Solway Firth and the Galloway hills. Easterly, to Swaledale, down Wensleydale and as far as the Cleveland hills. South-east, Cam Fell, Wharfedale, Great Whernside and Pen-y-Ghent; then south down Ribblesdale to Pendle Hill, Ingleborough and Bowland Knotts. To the west, Morecambe Bay, Whernside, Dentdale of course, the Langdales and other Lakeland peaks, and finally Baugh Fell above Sedbergh.

Some residents of Cowgill had 'rights of turbary' - the right to cut peat on Knoutberry Hill, above the station. In my time Ben Munro, a retired policeman who lived at Weaving Terrace, Cowgill, exercised his right: cutting his peat blocks, and rearing them up to dry, before taking them home for the winter. Ben had an old Alvis car, garaged in his workshop near Cowgill School, and could be persuaded to do taxi work occasionally.

Bill Bayne, who farmed East Cowgill, also cut his peat. He rode up over the bridge every day on his 'cob' pony, to 'look his sheep' on the hillside. Beside his wide ranging fell side, Bill rented a small piece of land from the railway, left over when the line was built, and religiously called at the station to pay his half-yearly rent. Sheep in Dentdale were 'heafed', that is, they were native to the fell, bought and sold with the land. I assume that 'foreign' rams were introduced to improve the quality of the native flock.

Whilst at Dent, I learnt that the unmade road from Deepdale into Kingsdale had been surfaced, so I wrote to the County

Surveyor in far-off Wakefield, suggesting that Dent Station hill should be similarly treated. To my surprise, I received a fairly prompt reply saying it would be done, initially to the station, and later over to Garsdale Station. Dent Station even received a tanker of bitumen emulsion for use on the road. On the steepest part, the roller had to be winched up and down, but the job got done. The Station Hill climbs 400 feet in the 3,000 feet from Lea Yeat to the Station, an average of 1 in 7.5 throughout, and considerably steeper on the lower slopes.

Entering the station from the north, the line crossed the Monkey Beck, which wound down from Knoutberry Hill past Blackmire farm to the River Dee at Lea Yeat. Monkey Beck provided the water supply for the station and the station house. Water was led off the beck into a brick cistern above the line, and it was important to see that the cistern overflow was always running. If not, the inlet was blocked and had to be cleared. The station toilets were fed from this beck and the solitary tap was in the gents. Lower down, the same beck provided the water supply for Cowgill village by a similar cistern arrangement.

Along the eastern side of the line were the snow fences, two or three rows of sleepers on end, meant to drift snow before it reached the line. They were pretty dilapidated in my time, and I didn't experience enough snow to show if they were useful. They are marked on the 1910 Ordnance map, so were already there by then.

The Sectional Appendix to the Working Time Tables contained the oft-quoted instruction on 'Snow Drifts between Carlisle and Hellifield': 'Station Masters and signalmen between Hellifield and Carlisle must, during the Winter months very carefully watch the weather conditions, and in the event of snow threatening, keep the District Control Offices at Carlisle and Skipton continuously advised about it . . . Control Offices must be kept open . . . snow ploughs must be in readiness for quick dispatch . . . drivers, when they observe snow drifting, must . . . report it at the next signal box.'

Dent signal box controlled two line-

side sidings. The up siding for thirty wagons was little used: by current standards it was too short for anything other than the local 'pick-ups', and in any case it was quicker to send a freight train forward to Blea Moor loop than to laboriously 'set back' into the siding. The down siding, overlooking the valley, was for forty-three wagons in 1937, but I think was lengthened to take fifty or so, early in the 1939 war. The conversion of Blea Moor sidings to loops later in the war made Dent down siding less in demand, but two down freights could be disposed of by running the first to the set-back siding at Dent whilst the second ran into the down loop at Blea Moor.

A disused quarry on the up side was probably a relic of building the railway - it made a pleasant picnic spot. There was a substantial platelayer's hut at the north end of Artengill viaduct, known as Jacob's Cabin, with a footpath down to the valley. Artengill Viaduct was the major feature between Dent Station and Dent Head. It is 660 feet long and 117 feet high, its eleven arches spanning the steep-sided valley. The viaduct had the propensity to become a switchback in hard frost, so much so that there was provision for flagmen at each end, to warn drivers to slow down, before official speed restrictions could be imposed by the 'Fortnightly Notice'.

Off the viaduct and straight into Shale Cutting, bane of snow-clearers. Shale Cutting is sliced through the western slope of Wold Fell, ideally placed to capture snow from easterly gales, dropping their burden in this convenient 'gully'. The snow fences, high on the eastern side, would be of only marginal benefit in winters like 1933, 1940 and 1947. South of Dent Head Box was Dent Head Viaduct, ten arches, 600 feet long and 100 feet high.

In the 1950s, the head of Dentdale was not afforested: Dent Head Farm was a large sheep farm, covering the northern slopes of Blea Moor. An innovation in my time was the installation of a 'banner' repeater signal, on the up line, north of the tunnel entrance. The up distant signal for Blea Moor Box was located just outside the south end of the tunnel, and the repeater gave drivers advance warning: if 'on', they

could expect to be slowed or stopped at Blea Moor; if 'off', they had a clear run ahead to Ribbleshead.

The banner itself showed to the driver as a white disc, two or three feet in diameter, with a black arm across it, either horizontal to indicate that the distant signal ahead was 'on', at caution; or diagonal to show that the distant was 'off'. The black arm was sandwiched between clear and white glass discs moved to on or off by a low voltage electrical current, linked to the distant signal. Distant signals, commonly three-quarters of a mile from the controlling signal box, were routinely operated by signal wires, but at two miles from Blea Moor Box, the repeater was much too far for control by wire.

Although on my side of the tunnel, this banner signal was entirely related to Blea Moor Box, so what had I to do with it? The banner arm was electrically operated, but it was illuminated for night observance by a paraffin lamp behind the white glass disc. One of my porter's duties was 'lamping'; cleaning, filling and trimming the oil lamps which lit the coloured 'spectacles' of the lineside signals. By optical condensers, a tiny flame, the size of a nightlight, gave a clear light to drivers, and worked 24 hours a day for over a week on one filling. The banner light was one extra lamp for the Dent porter to attend to on his weekly visit to Dent Head box. Beyond the banner, the tunnel cabin and the north entrance to Blea Moor tunnel, a mile-and-half of darkness and damp, relieved only by the dripping ventilation shafts, an end to my area and also to my account of 'Dent in the 1950s'.

Magazine Packing By Richard Morris

A sunny Sunday afternoon in Baildon, West Yorkshire. Paul Kampen (Editor) has collected Peter Davies (Membership Secretary) and me (Apprentice Magazine Packer) from Shipley station. I share the back seat with a box full of FoSCL magazines. Having driven up a long, steep hill we arrive at the Baildon Moravian Church Hall and unload more boxes from Paul's boot.

People drift in one by one. Everyone seems to know what they're doing: tables are set up in long lines, boards are placed across the gaps between them - "we need every available square inch of space" - and chairs are set out. Eventually there are more than 20 people sitting at both sides of a row of tables looking expectant. The packing spree is about to begin.

But this is only the end game. For days previously Peter has been laboriously printing out the A5 address and membership cards, 3,300 of them this time, which go in the envelope with the magazine. Paul has had 4,000 magazines, any number of mailbags and the wheeled cages into which they will be packed, all delivered to his house. They fill his garage. Pete Shaw has been organising the Mailsort 3 labels and checklists. A word of explanation: FoSCL is doing the Royal Mail's job for it, sorting all the magazine addressees by postcode, thus saving a fortune in postage. And let's not forget Brenda Moss, who has been baking...

We start, while Paul runs a shuttle service between his house and church hall, bringing yet more magazines and boxes full of envelopes. Each packer has a pile of magazines in front of them, plus a pile of Christmas catalogues, one for each magazine. I receive personal instruction from Pete, then collect a pile of magazines with catalogues inside them and start to insert them in special Mailsort window envelopes, each one with its own unique address card. It is drummed into me that each Mailsort code goes into a unique mailbag. The size of each Mailsort pile varies enormously, seemingly hundreds for Settle, very few for Inverness. There is a list of the number of magazines for each Mailsort code and this has to tally. Only then can the pile be put in a mailbag and the bag labelled and tied up.

When the seated brigade have finished inserting catalogues into magazines, it is time for a break. This is where Brenda's baking comes in: there is an array of succulent cakes laid out on the counter. We are only allowed one slice each (I presume) to go with our tea or coffee, so I select a delicious looking chocolate and orange one. I am not disappointed: it is said that this is the reason people volunteer to pack magazines!



you can walk all the way to Ilkley from there, says Paul.

But back to work, in the church hall. Pete is checking the completed bags against the list of Mailsort codes. Problem: 12 Kendal magazines are missing, presumably put into the wrong bag. I don't think it was me, notwithstanding the novice status. Nothing to be done, if 12 people complain they haven't received their magazine we've plenty left over to send them.

People are drifting away, job done. I have been well impressed, a veritable military operation. Makes running a railway look like child's play! I walk down the hill to Shipley station in the early evening sunshine, and regret not having time to stop at the Timothy Taylor's pub on the way. In the train back to the far north I go to sleep and dream of magazines.

Richard Morris

We restart. There is a crisis. Some of the envelopes are missing the Mailsort symbol, so we now have to check every envelope before it goes in the mailbag. Those without the symbol have to be opened and repacked in the right sort. We pray that the mailbags that are already sealed all have the correct sort of envelopes in them. There's not time to open them all and check.

The piles of magazines diminish, the pile of mailbags grows. It's time to throw them into Paul's boot, and the shuttle service resumes, this time in the opposite direction. I go with him, help to load mailbags into the cages in his garage. A fabulous view from his house, right across a surprisingly wooded West Yorkshire to Leeds and the power stations beyond. There's moorland at the top of the road:

(Pete Shaw adds: We identified the twelve missing Kendalians, by eliminating the known ones from the Master list, and sent them a magazine manually on the Monday. One member subsequently 'phoned to say that he'd got two magazines – one by express special post and a slow Mailsort one re-delivered from a far-distant sorting office! I never discovered where the twelve went via!)

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.

McNulty Report

The Chairman of FoSCL is to be congratulated upon his foresight in recognising the threats inherent in the McNulty report. McNulty was not permitted to question radically the extravagances enforced by franchising and 'vertical disintegration'. There can be little doubt that Plan B – a smaller railway – is again being contemplated at the Treasury and in the Department of Transport. Both bodies are committed to HS2, the cost of which in an epoch of prolonged economic distress, may entail disinvestments in many parts of the railway system outside the South-East. Meanwhile no frank assessment of the capital, track and operating costs of the road system is being undertaken.

In preparing a defence of the S&C an accurate estimate of track costs, heavy for freight and much lighter for passenger trains, is needed. Those on the S&C are likely to be much less than the 31.1p per passenger mile alleged for Regional lines. Attention should also be given to the contribution of the S&C to revenue of connecting routes (Transport Scotland may well be helpful in such calculations; DfT less so). Many of the closures in the 1960s and 1970s could have been stopped if the contributions of the secondary lines to the general system had been candidly and openly estimated, instead of being costed in isolation, as branches typically were. The S&C, being linked to main lines at the North and South, is vital to the connectivity of the system; there should be no revival of the notion that it is a secondary, disposable asset.

**Professor G.L. Huxley -
Church Enstone, Oxfordshire**

Journal No. 125 pp12/13: Richard Morris' item on The McNulty Report

During living memory and before, the railways have been a political football, usually to do with funding and in the past with protecting the road transport industry. Usually the funding element has been viewed in relation to income generated

through selling train tickets and scant regard has been given to other arguments. I suspect that this is the case with McNulty – it probably wasn't in his remit.

Richard Morris asks: "How do you think we should go about raising the profile of the S & C so that the railway industry and government understand that our line is a unique national asset with vast untapped potential?"

It seems to me that there should be a full-scale political lobby. While the role of the rail industry is important, getting government to understand is vital. The 'unique national asset with vast untapped potential' aspect must be expounded and above all quantified; a sort of business plan, but including and emphasising the community benefits that would accrue.

The Friends are no strangers to this – look what they did 25 years ago! This success story should, and can, be traded upon. It is a prime example of "The Big Society" at work, not just at a local, but a regional, level.

Therefore there must be a political awareness campaign, aimed at everyone who could possibly have an influence, from the P.M. downwards. After all, it was he who identified "the big society" phenomenon, and put a name to it. Every point made in response to McNulty must be linked to the big society concept. But the thrust of the campaign must be wider than just McNulty.

The wider repercussions of what the saving of the S & C has meant must be given a thorough airing (I nearly said "flogged to death"); vital freight route, vital diversionary route, social benefits, tourist spin-off, etc.

The community economic spin-off is an issue not often quantified and I doubt it enters into McNulty's calculations. The Ffestiniog's re-creation of the Welsh Highland cost £15m of public funding. Once it was up-and-running, a study was commissioned to quantify the amount of extra spending that has gone into the local economy as a result of the WHR being there. (no, I don't know how they calculate it either). The answer was £15m per year.

Not a bad return on the public investment – another example of the Big Society at work.

Now, could this sort of study be done in respect of the S & C, or has it already been done? If it has/could, the answer might hopefully indicate that funding put into the infrastructure of the line, plus subsidy, has had far greater benefits to the wider community than just the money received from selling train tickets. And infrastructure funding must be carefully defined to exclude the money spent on backlog maintenance to put right the neglect of years.

So those are my thoughts, half-baked though they may be, for whatever they are worth. I hope someone finds them useful.

Michael L Smith – by email

Skipton Turnback?

My eye was caught by Richard Morris' suggestion in your excellent magazine that services to Morecambe and Carlisle might have to be coupled or turned round at Skipton because of congestion between Shipley and Skipton.

There is an excellent service from Leeds via Shipley to Skipton, so there would be little inconvenience if Carlisle and Morecambe services started there. Indeed, this might spare rolling stock to increase frequency on the current, rather abysmal, service to Morecambe. This is something I would welcome.

Alan Slomson - by email

I agree with the Chairman when he suggests, in his August report, running the Carlisle and Morecambe services together to Skipton in order to release paths for more local services. The two trains start at Leeds but where do they split? Hellifield of course.

They could arrive at Hellifield with the Morecambe leading. They could be joined in the rear by a train from Blackburn. After the Morecambe train leaves, the remainder proceeds to Carlisle.

Another option would be to start the two trains from Skipton - that way freeing more paths in the Aire Valley and getting the chance of a more regular service to Carlisle and Morecambe plus the establishment of improved journey opportunities from Lancashire to the S & C.

I could ramble on because I think the Friends should get together and put forward plans to vastly improve the service.

Do the freight services need to run during the day? Could the S & C be a 24/7 railway? Can a condition of the refranchising be that loco-hauled trains are run?

If we have loco-hauled trains then how about the joining and splitting of trains at Hellifield I hear you ask. My answer is to re-instate the bay platforms at Hellifield for the Blackburn and Morecambe trains.

The S & C needs better than the 2-hourly passenger service so passengers during the day and freight at night!

Ian R Bolton – by email

(Editor's Note: The warnings issued above need to be heeded and FoSCL will not be caught napping! We do already have a 24-hr railway with all the signalboxes working 12 hour shifts overnight and, frequently, more freight trains in this period than during the day. A Skipton – Carlisle service would give good connections into and out of Bradford & Leeds whereas an Hellifield turnback would breathe much-needed new life into that outpost but would be no good for the West Yorkshire conurbation. On the other hand, it would be an ideal exchange point for trains up the Ribble Valley. Please keep your ideas coming in and let us have your reactions to those expressed above.)

Memories

The reference to the overnight Glasgow to Nottingham/St Pancras train (August 2011, page 3) brings to mind an occasion when I made good use of this service. This was overnight on 12th/13th May 1962 in the course of participating in S.L.S. and R.C.T.S. railtours! The S.L.S. tour was the Glasgow to Oban of 12th May, with C.R.No.123 piloting N.B.No.256 on 5 carriages. The R.C.T.S. tour was the 'East Midlander No.5' of 13th May, from Nottingham, with 'Schools' No.30925 piloting Midland 4-4-0 No.40646 on 8 carriages.

The Oban tour was booked to call at Stirling at 8.43 p.m. on the Saturday night. We arrived about 15 minutes late. At Stirling I caught the 9 p.m. ex-Perth to Carlisle (D344) and changed there into the Glasgow to St Pancras - actually my

diary says '10.05 p.m. Waverley' (D15). Nevertheless, after a sound night's sleep, we arrived in Nottingham at 6.15 a.m. (on the Sunday morning), which was ample time for breakfast in a cafe before the R.C.T.S. tour left at 8.35 a.m. On the Sunday evening we were back at Nottingham at 9.45 p.m. and here I acknowledge the assistance of the late Geoff Jackson (R.C.T.S. member, of Darlington) in giving me a lift home to Middlesbrough (arrive 1 a.m. Monday). And a full weeks' work on either side of THAT weekend!

Again, please excuse me if I have taken up too much of your time! But thank you for a good read - I enjoyed 'Dent in the 1950s'(pp.32-35).

Tony Davies - by email

Foot Crossings

I fear that a reply is required to David Alison's e-mail concerning foot crossings, reluctant though I am to prolong correspondence on this subject.

A white light is shown when it is safe to cross, because if for any reason the light were to fail it would indicate danger, and safety would be secured. If the converse were to be adopted, in which a white light meant that it was unsafe to cross and that no light meant it was safe to cross, a dangerous situation would be created if the light were to fail when it should be showing, in which case a train would come along without any warning.

All railway signalling is based on this fail-safe principle, in which any failure of equipment causes the signals to revert to red (or no light in the case of barrow crossings), and safety is secured.

Casting my mind back many years to those days when porters pulled barrows loaded with parcels from one platform to another, across the appropriately-named barrow crossing, the increase in train speeds (and the change from steam to diesel/electric) required special precautions to be taken, and the white light system was introduced. From memory, its use was not widespread, nor is its present use for passengers (and staff). I fully support David in his suggestion that they could be installed with advantage at Dent and Horton. Horton, however, is a special case,

because it is a public footpath, and red/green lights would be more appropriate, as they give a positive indication.

Stan Hall - by email

Booking Offices

I hear that Settle station is on the McNulty Report list of stations that should have the ticket office replaced by a machine. This would appear to provide another "battleground" for FoSCL as it would be a disaster, both for the Settle-Carlisle line but also for many passengers. There are quite a number of occasions when we make journeys that no machine could cope with. In recent months we have booked at Settle station to travel to Oban (single Giggleswick-Lancaster, advance single Lancaster-Carlisle, Club-55 Carlisle-Oban-Carlisle, single Carlisle-Settle with senior railcard), to Evesham (Giggleswick-Evesham "off-peak" return with seat reservations for outward travel via Lancaster, Birmingham and Worcester, returning to Settle via Leeds).

And I could go on with other similar journeys that I am sure no machine would have offered us the correct fares for.

On another occasion we asked at the station for the fare from Settle to Durham which came quoted as via Leeds and York. We then asked if it was valid via Carlisle and Newcastle rather than via Leeds - the fare via Carlisle was not much more than half that via Leeds, and it was our preference in any case!

But our son tells us that another station on the ticket office closure list is Folkestone Harbour - a station which closed and last saw a train many years ago. That rather puts a question-mark over the reliability of the information that the report has been based on.

Finally, on the dreaded "health and safety" topic, I am rather concerned that increasing numbers of trains coupled with a possible increase in line-speed could throw up problems over the board crossings at stations along our line in the eyes of officialdom - the requirement for expensive "accessible" footbridges could put the future of some stations at peril. I hope my concerns are unnecessary. I was pleased to see today that the decking of the public footbridge over the line at

Langcliffe has had new friction pads fitted - the old ones had been worn-out for a while.

Clive Whitton - Giggleswick

Settle Water Tower

I read with interest the article in the August magazine regarding the water tower at Settle station. I cannot offer any further information about the Settle tower but I had an interesting water stop at Garsdale some 20 or 25 years ago. With my late wife, Helen, and two friends we went on a CME train which made a water stop at Garsdale on a snowy Sunday in November. We were told that the wait would be about 20 mins and we were invited to alight.

A chain of hosepipes had been laid down from a tarn on the adjoining the moor side and I was able to take some slides of the operation. No one seemed to bother about us walking along the adjoining tracks!

Sadly I am the only one left from our quartet and, at 97, I can no longer go on trips that formed such an important part of our lives.

Jim Carley – Gravesend, Kent

Special Traffic Report

I enjoy reading the magazine, which has a good mix of articles. I am always fascinated by the variety of trains that use the S&C, including the various liveried freight trains. Thus the special traffic report would be of particular interest if only I understood it more.

Take the current report for example: I assume the Heaton-Derby test trains are the yellow network rail trains?- but what are they testing?

Is there then a way of distinguishing between a steam train and a diesel? Are they mostly charter trains or reroutes or one-offs

I cannot believe I am alone in my ignorance- so could you consider including a “guide to interpreting the traffic report” in a future issue please?

Noel Harbage - by email

(Pete Shaw comments: The Heaton-Derby test trains are designated “HST” meaning the yellow High Speed Train (used to be called Inter-City 125s in Jimmy Saville’s time). The proper name is now the “NMT” or New Measurements Train. It measures a number of track parameters to ensure that high standards are in order. When it finds anything sub-standard it sprays out yellow paint. The problem is then addressed by maintenance teams. Sometimes a Temporary Speed Restriction (TSR) is imposed. These can be seen in yellow boards at the trackside – e.g., 20 mph. Almost all the special traffic listed are passenger charters; I tend to specify if they are diversions or odd freight movements. Also, for further clarification, we will put all of the steam loco numbers into bold italics.

When numbers are joined by a ‘+’ the convention means two locos double-headed; when ‘/’ this denotes two locos ‘top and tailed’.

I hope that this helps; and please get in touch if you know of train movements which we could include).

New Magazine Design

I must heartedly congratulate all concerned on the excellence of the new-style Journal. It simply gets better & better. The Special Anniversary Edition is quite superb & fittingly matches the scenery along this splendid railway.

Oliver Lovell – by email



The Network Rail HST running between Heaton and Derby, near Blea Moor. 12/5/08

Photo: Pete Shaw

Bill Bannister

Reading Rodney Hampson’s account of the Dent Station signal box reminded me to listen again to Peter Handford’s atmospheric recording

of events at the box on a November day in 1961. This includes signalman 'Bill' (presumably Bannister) talking with a train guard about his (Bill's) impending retirement the following January and how, having walked up the hill to work for the previous thirty years, he would not be accepting management's invitation to stay on! (The Handford recording is on "Impressions of Steam", ASV Transacord CD ATR7039.) The new magazine format is great. Well done all concerned.

Rod Warrington – by email

A Very Special Station

Having just returned from a holiday, during which my father & I visited Garsdale Railway Station, I just wanted to thank all of those concerned for working to keep the station open & continuing to maintain it in such immaculate condition. I am not normally a railway enthusiast, but I loved the peaceful yet dramatic location of Garsdale, the welcoming waiting room, the friendly donkeys(!), & most of all, the information board explaining the remarkable story of Graham Nuttall & Ruswarp.

My 81 year-old father & I stood red-eyed gazing at the information board in the waiting room for some time, before venturing back outside to take a closer look at the statue of Ruswarp. My

dog's reaction to the statue goes some way to explaining how special the visit was for us all, so I have attached some photos of him to sum up how we all felt. Thank you again,

Sarah Fargher – by email



Above: No train? No worries! Settle-Carlisle Development Company's Sandra Foster serves a customer on a rainy platform at Appleby station.

Photo: Richard Morris



Left: Oscar meets Ruswarp

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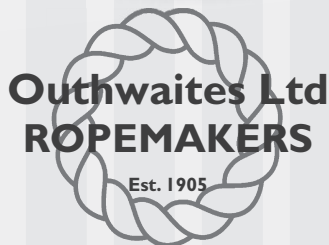
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Back Cover: 45231 with the last *Fellsman* of the season on 14th September.
Above: Emerging from Blea Moor tunnel.
Below: Under Mallerstang Edge at Wharton.
Photos: Keith McGovern

