

Like no other, the Midland Railway strove to set its signature on the structures it built. Echoes of its grand creations in Derby and at St. Pancras in London resonate along the Settle~Carlisle - the distinctive 'Derby gothic' architecture was a form of corporate identity, tempered only by local variations in stone and brick.

The hand of the Company Architect, J H Sanders, is easily recognisable in the design of station buildings and houses. Their collective function, common vintage and consistent 'house style' have preserved their identity for over a century. Having survived railway mergers and the Beeching cuts, the Settle~Carlisle is now unique among main-lines in having such a large proportion of its original structures intact.

Foremost of these are the stations. Small, medium and large versions were created to meet projected demand at each site, with Kirkby Stephen being given a prestigious large station even though such capacity was not actually necessary. All were calculated to yield a commercial return. Embellished with decorative features, their gabled composition was intended to impress both on the open fell and in town. The standard station group was completed by a waiting shelter on the platform opposite, a cattle dock with pens, a Station Master's house and sometimes a signal box, goods shed, engine shed or water tower. Perhaps the least known of the Settle~Carlisle buildings are its cottages. Nearly always terraced in groups of four or six, two basic types were built with many variations of detail.

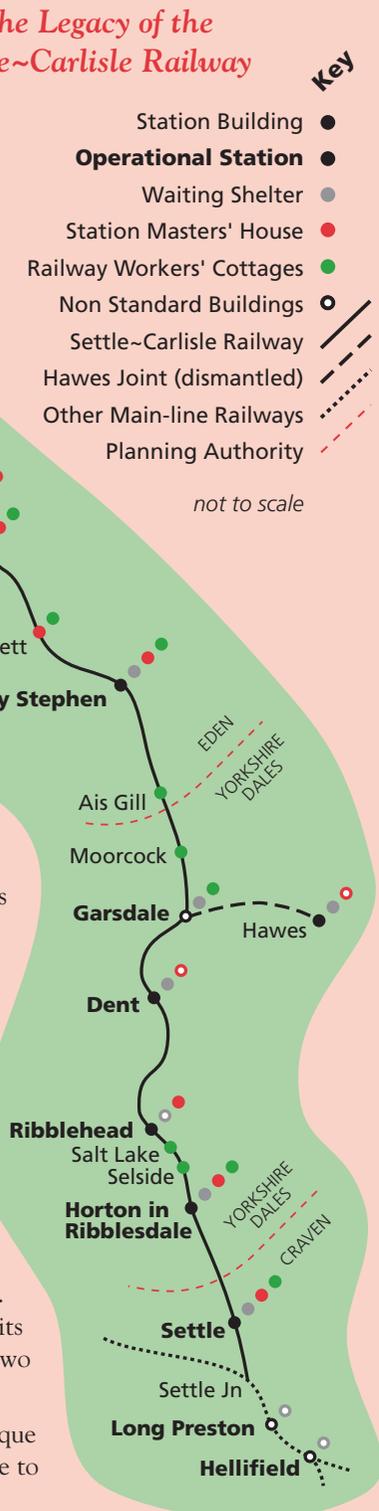
It is a testimony to Midland Railway acumen that this unique mix of operational and domestic architecture should continue to perform as a serviceable legacy of character and distinction.

## The Legacy of the Settle~Carlisle Railway

Key

- Station Building ●
- Operational Station ●
- Waiting Shelter ●
- Station Masters' House ●
- Railway Workers' Cottages ●
- Non Standard Buildings ○
- Settle~Carlisle Railway —
- Hawes Joint (dismantled) - - -
- Other Main-line Railways ····
- Planning Authority - - - -

not to scale



## The Settle~Carlisle Railway Conservation Area

The buildings of the Settle~Carlisle Railway are of national significance and have been given statutory protection through designation as a Conservation Area. This publication is one of a series intended to provide a better understanding of the special character of these buildings and to assist those entrusted with their care in appropriate conservation and repairs.

The series has been prepared by the North East Civic Trust for English Heritage, The Yorkshire Dales National Park Authority, Craven District Council, Eden District Council and Carlisle City Council. The series consists of:

1. Buildings of the Settle~Carlisle Railway: An Introductory Guide to their Conservation
2. Station Buildings of the Settle~Carlisle Railway
3. Station Masters' Houses of the Settle~Carlisle Railway
4. Railway Workers' Cottages of the Settle~Carlisle Railway

## Other Publications

Stations & Structures of the Settle & Carlisle Railway, V R Anderson and G K Fox  
 Rails In The Fells, D Jenkinson

## Advice On Conservation & Other Planning Matters

Yorkshire Dales National Park Authority: Tel (01969) 650 456  
 Craven District Council: Tel (01756) 700 600  
 Eden District Council: Tel (01768) 864 671  
 Carlisle City Council: Tel (01228) 23411

## Useful Contacts

The Settle~Carlisle Railway Development Company: Tel (01729) 822 007  
 The Friends of the Settle~Carlisle Railway: 16 Pickard Court, Leeds, LS15 9AY  
 Regional Railways North East Enquiry Bureau: Tel (0113) 244 8133  
 North East Civic Trust: Tel (0191) 232 9279

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# BUILDINGS of the SETTLE~CARLISLE RAILWAY



December 1996

# 1 An Introductory Guide to their Conservation

Funded by English Heritage, Craven District Council, The Yorkshire Dales National Park Authority, Eden District Council and Carlisle City Council

English Heritage



Craven  
 IN THE YORKSHIRE DALES



## The Last Great Main-line Railway in Britain

Few lines have so captured the popular imagination as the Settle~Carlisle. It was the last great main-line railway built in Britain, started by the Midland Railway Company in 1869 and finished some seven years later, forging a strategic link between London, the Midlands and Scotland, through a setting of outstanding natural beauty.

Settle~Carlisle is testimony to a great age of endeavour. Its engineering achievements form a dramatic sequence of tunnels, cuttings, viaducts and bridges, further enlivened by striking buildings and other trackside structures.

A vision planned in its entirety, it required the construction of all accommodation and services necessary for a main-line. This unusually comprehensive development has survived largely intact and still portrays a remarkably complete picture of resolute Victorian enterprise and social welfare.

### National Main-line, Local Lifeline

The line was conceived amidst vigorous competition and rivalry, solely as a through route for profitable Scottish goods traffic. The Midland had not considered local requirements when construction of the line commenced, and it was not until 1872 that sites for stations were planned. Some were still being built when the line opened. Nevertheless, the facilities for each station were well conceived, and with few exceptions, their use matched anticipated demand. Consequently, few alterations were made over the years, and the Settle~Carlisle buildings soon became as much a hallmark of the line as the viaducts and tunnels carrying the tracks.

The communities that the line served were transformed by its arrival. Shanty towns for

Not only do so many features of this legacy survive, but their relationships with each other and their setting represents a group value now acknowledged by the creation of a Conservation Area, encompassing the line and all its associated infrastructure, to preserve and enhance its character and appearance.

Conservation Areas formally recognise that the nature of our surroundings is often dictated by such inter-relationships. Spaces and landscape can contribute to character

just as much as the buildings themselves.

Settle~Carlisle is a unique conservation task as it remains an operational railway whilst many of its buildings are in private hands. Conservation achievements to date include the repair of Ribbleshead viaduct, the conversion of Little Salkeld station to a private house and the repair of waiting shelters at Dent and Horton-in-Ribblesdale.

navvies were established on the moors during construction and some of this type of accommodation, though designed to be temporary, still survives such as the navy barracks beside Dent station. The Midland itself became an important employer building over one hundred and fifty houses for company employees, and developing the line as a vital aid to local agriculture and the mineral industry. The Settle~Carlisle became part of everyday life - a busy livestock market was built next to Appleby station; Ribbleshead station was used for many years as a venue for church services; there was a library incorporated into the station at Garsdale and even Garsdale's water tower had a secondary function as the village hall.



### Maintenance and Repair in Historic Buildings

If the unique legacy of the Settle~Carlisle is derived from its place in railway history, then its future survival will depend upon preserving its period authenticity. The buildings played an important rôle in the Midland story and their loss through demolition or alteration devalues their contribution like a missing page from a book. Stations, Station Masters' houses and the railway workers' cottages all have their distinctive features: windows, ridge tiles, bargeboards, colour schemes, etc.

Illustrated here are examples of the building types and details which characterise the Settle~Carlisle. Various standard designs were produced by Midland Railway so it is important in their conservation that authoritative guidance is sought before undertaking repairs or replacement. The leaflets in this series describe how adopting the right approach and specifications are fundamental to ensuring the buildings of the Settle~Carlisle remain something to be proud of.

