The Yorkshire Journal

Issue 1
Spring 2013

In this issue:

Ralph Cross
The Forgotten First Battle of 1066
On Ilkley Moor Without A Hat
Yorkshire Oatcakes
The Bramhope Railway Tunnel
The Arthington Viaduct with the 70013 speeding across before attacking the climb to Bramhope Tunnel

It is has twenty semicircular arches spanning the Wharfe Valley and is unusual in that it is built along a curved path
Editorial

This Spring issue marks the 3rd anniversary of The Yorkshire Journal. It is read by thousands of people throughout Britain and overseas, so with all the support and encouragement given to us by our readers, we now continue into 2013. We all hope you enjoy reading more interesting stories and learning about places to visit. So with spring in the air we start off with an interesting visit to Ralph’s Cross on the North Yorkshire Moors. Then there is a fascinating story about the Battle at Fulford, near York, next we visit Ilkley Moor, the most famous moor in Yorkshire and this is followed by a story about Yorkshire Oatcakes. For our last feature we visit the remarkable Bramhope railway tunnel, which took 4 years to build at the cost of many lives.

In the Spring issue:

- **Ralph Cross**
  By Jean Griffiths pages, 4-7
  Ralph’s Cross is the symbol of the North York Moors National Park. Jean reveals the fascinating history of the cross.

- **The Forgotten First Battle of 1066 at Fulford, near York**
  By Jeremy Clark pages 8-15
  The Fulford battle is often forgotten. Jeremy visits the Fulford Battlefield Society that attempts to rectify this situation in a Yorkshire Tapestry which is a Preface to the Bayeux Tapestry.

- **Ilkley Moor - Cow and Calf** page 16-17
  Ilkley Moor is not only famous for its Bronze Age ‘art’, but it also has a legend and its own anthem!

- **Yorkshire Oatcakes**
  By Sarah Harrison pages 18-21
  In the 1800s Yorkshire Oatcakes were very popular. Sarah tells the intriguing story of how these traditional Oatcakes were made and their connection with the Duke of Wellington’s Regiment.

- **Bramhope Railway Tunnel**
  By Stephen Riley pages 22-27
  The Bramhope railway tunnel is famous for its length, for its castellated north entrance, and for the accidental deaths of many men during its construction. Stephen explores the tunnel and explains the remarkable story behind its construction.

But there is much more to these articles, please read and enjoy them. We welcome your comments.

Andrew Simpson
The North York Moors National Park became the first national park in North Yorkshire in 1952. It covers an area of upland stretching over 1436 square kilometres and is famous for having one of the largest expanses of heather moorland in Britain. The national park has many picturesque villages, none more famous than Goathland, which is the setting for Aidensfield in the television series Heartbeat. It also has a stretch of coastline on the park’s eastern boundary from Staithes to Ravenscar. Inland traditional moors villages, surrounded by hills and moorland include Castleton, Danby, Hutton-le-Hole and Rosedale.

There are a number of stone crosses in the North York Moors. Some could be hundreds of years old, but little is known about them. Probably the most famous cross in the North York Moors is Young Ralph Cross which has been chosen by the National Park Authority as its emblem. It is referred to as Young Ralph Cross as there is an older, but smaller cross, also known as Ralph Cross that lies half-hidden from view among the heather, some 350 metres south-west. The cross stands about 9 feet high (2.7 metres) on a solid square stone base in an exposed position near Rosedale Head, NGR NZ 677021. It is situated on the highest part of Westerdale Moor at 429 metres OD between Hutton-le-Hole in the south and Castleton in the north, at the junction of two moorland roads to Rosedale and Westerdale.

History

Ralph’s Cross is first described in old deeds from the early 13th century and some historians believe, that the first cross to stand on the site was made of wood. This first wooden cross could have been Anglo-Saxon and may have been referred to as ‘The Roda Cross’ (Rude Cross). In the past, crosses have fulfilled various roles. A cross that was erected for a specific reason may subsequently have taken on other roles as time passed. This could be the case for the Ralph Cross. In Anglo-Saxon times the wooden cross may have been a “preaching cross,” to either convert pagans to Christianity or to instruct Christians from a pagan background. When the wooden cross was replaced by a stone one in the Middle Ages, it could have acted as a medieval highway marker because it stands at the junction of two ancient moorland roads.

There were some letters carved on the cross, one in particular, being the letter “R” for Ralph? This was carved in the middle section of the cross shaft on the south face. In The Victoria History for North Riding of Yorkshire, Volume II, published in 1923, there is a drawing of Ralph’s Cross that clearly shows a large letter “R”. The original stone cross was probably medieval in origin but the current cross dates from the 18th century.

Left: Drawing of Ralph’s Cross showing a large letter “R” on it south face, from The Victoria History for North Riding of Yorkshire 1923

Right: Location of the Ralph Cross © Crown copyright, Ordnance Survey
In the past Ralph’s Cross has unfortunately suffered damage and vandalism by being knocked down, particularly in 1961 and again in 1984 after which it lay in two pieces. However, in 1985 the land owner was anxious to see the cross re-erected as it was an important local landmark. The National Park Department also had an interest in seeing their symbol back in place on the top of the moor. Eventually the broken pieces of the cross were taken to the English Heritage Commission’s stone masonry workshop at Mount Grace Priory and restoration work began. Unfortunately the middle section of the cross shaft was found to be damaged beyond repair, so it had to be made from new stone provided by the Blaxter Quarry in Northumberland, which closely matched the original cross stone. The top section was not badly damaged, but a section of delta metal was inserted inside the shaft to make a secure link between the sections and the crosshead. It was decided not to re-carve the old letter “R” on the new stone.

*Right: Ralph’s Cross after being restored and re-erected on Westerdale Moor (Photo courtesy of Martin Norman 2005)*

The total cost to restore and re-erect the cross in 1985 came to £800 which was met by English Heritage, with a 25% grant from the National Park. After all this hard work to restore and re-erect Ralph’s Cross, it was deliberately vandalised again in 1990. However, there are many speculations as to why the cross came to be pulled down; which on this occasion broke into 4 pieces. The cross was re-erected in spring 1991 and is a Scheduled Ancient Monument, so we can only hope that it will be safe from further attacks.

About 350 metres to the south-west, standing in isolation, is another cross sometimes referred to as Old Ralph, NGR NZ 674019, which is also on Westerdale Moor at 429 metres OD. It stands around 5 feet high (1.5 metres) and is located at the northern end of Blakey Ridge surrounded by boggy moorland. This cross dates from the beginning of the 13th century and is perhaps a memorial to Ralph, bishop of Guisborough. There is an elegant R carved into the stone base and on the crosspiece of the shaft are the initials C D for Charles Duncombe with a date of 1708 below.

*Left: Old Ralph’s Cross at the northern end of Blakey Ridge, surrounded by boggy moorland (Photo courtesy of Dave Eagle 2005)*

**Folklore**

There are many legends and folk stories about how Ralph’s Cross came to be erected. One is rather scandalous which tells that the cross was set up to mark the resting place of a Farndale monk and a Rosedale nun. They would often meet here and a romantic liaison of sorts occurred, but they were found out by their superiors and came to a nasty end, possibly resulting in their deaths.

*Right: A 1924 black and white photo of Young Ralph’s Cross by Mr. L.G. Rowland of Whitby*

Probably the most common folk-tale involves a farmer from Danby named Ralph, who found the dead body of a traveller at this spot by the roadside. He was so moved by this that he vowed that such a thing would never happen again and decided to erect a cross in memory of this poor unfortunate traveller, who had starved to death and was found to be penniless.
Ralph had a hollow carved into the top of the cross so that wealthy travellers, on horseback, might place a few coins for the benefit of any less fortunate travellers, or as a thanksgiving for having reached this point on their journey. The poor traveller was able to take a coin, if he/she could reach the hollow, and buy a hot meal at the nearest inn.

The cross standing at about 9 feet (272 metres) tall, meant that it was easier for a wealthy man on horseback to place coins in the hollow than it was for a poor man on foot to reach them. In fact Ralph’s Cross was broken in 1961 under the weight of someone trying to climb it in search of coins. It was repaired and re-erected by the Ministry of Works in 1962. In October 1971, during the first walk in Malcolm Boyes’ book *The Crosses Walk*, John Waind, a farmer climbed Ralph’s Cross to see if there were any coins on the top. To his surprise he found two two-pence pieces and a sixpence. The walkers had a quick whip round to supplement the amount before walking on to the next moorland cross. To maintain the tradition of placing money on the top of the cross for needy travellers, after the cross was restored and re-erected in 1985 a couple of copper coins were placed in the carved hollow top of the cross. Not having a horse it was hard to reach, so a stonemason’s ladder was used as a substitute.

**Left: Ralph’s Cross, showing a close up of the crosspiece of the shaft**

Let’s hope that the last act of vandalism, which occurred in 1990, will be the very last, so all can take pleasure in seeing the Cross sanding high on the moor as it has done in various forms for centuries.

**Above: Ralph’s Cross in winter with the moor covered in snow**
Ralph’s Cross is the symbol of the North York Moors National Park
The Forgotten First Battle of 1066 at Fulford, near York

By Jeremy Clark

In 1066 there were three English battles; two were led by King Harold and two were fought in Yorkshire. The first one was the Battle at Fulford, on the outskirts of York, fought on 20th September. The second battle was at Stamford Bridge on 25th September and the final battle was at Hastings on 14th October. Of these three battles the first one at Fulford is often forgotten and overshadowed by the other two battles of 1066 at Stamford Bridge and finally and most famously Hastings which is described through the images of the Bayeux Tapestry.

The Death of King Edward III

Harold Godwinson or Harold II (circa 1022-14th October 1066) was the last Anglo-Saxon King of England, before the Norman Conquest. Harold reigned from the 5th January 1066, until his death at the Battle of Hastings on the 14th October 1066, fighting the Norman invaders led by William Duke of Normandy. Harold II is one of only three Kings of England to have died as a result of battle, alongside Richard the Lionheart and Richard III.

King Edward III of England, called “The Confessor” because he built Westminster Abbey, died on the 5th January 1066, after a reign of 23 years. He left no heirs and there were no fixed procedures in place to decide who should succeed him on the throne. So Edward’s passing ignited a three-way rivalry for the crown that culminated in the Battle of Hastings and the destruction of the Anglo-Saxon rule of England.

The Claimants to the English Throne

The Witan, (King’s Council) had to make the decision, and they had four candidates to choose from. The main claimants to the throne and the battles that followed were with Edgar the Atheling, William, Duke of Normandy, Harold Godwinson and Harald Hardrada.

Edgar the Atheling was the closest blood claimant to Edward, he was a Saxon prince and nephew of Edward, but he was a sickly fourteen year old boy. Harold Godwinson was a powerful noble in England, popular with ordinary people and was the son of Earl Godwin, the most powerful noble in England. He had won a number of battles for Edward and was a leading Saxon Lord and the brother of Edward’s wife.
William, Duke of Normandy, was over the sea in France; he was a distant cousin of Edward the Confessor and wanted to be the next king. He claimed that both Edward and Harold had promised him the throne, but English supporters of Harold challenged this.

When Edward was a boy in 1016, King Canute invaded England and Edward ran away to Normandy for safety. Edward stayed in Normandy until he became King of England in 1042. Edward invited William of Normandy to his court in 1051 and supposedly promised to make him heir.

After a shipwreck in 1064, on Harold’s way to Normandy, he was handed over to William of Normandy, who forced him to swear an oath that he would help William become the next king of England, when Edward died. It was said that the oath was taken over a box, that unbeknown to Harold contained the bones of a saint. So this oath bound Harold to helping William, and made Harold’s own claim to the throne look illegal. William had been a very successful ruler of Normandy and he thought he could do an equally good job for England.

The last claimant was Hardrada who was King of Norway and a direct descendant of the Kings of England. He was related to King Canute, the King of England from 1016-1032. The Vikings invaded England long ago, in the 860s, and settled in the north. In 1016 the Viking King Canute became King of England, Denmark and Norway. England was ruled by Norwegian kings right up until 1042 when Edward the Confessor (the last Saxon King) snatched back the throne from them. Hardrada was intent to be King of England because he wanted more power and better land. Hardrada was very unpopular, but very powerful. His name alone was enough to strike fear into the hearts and minds of his enemies.

Although Harold did not have a direct blood link to the king and was not of royal birth, he was chosen by the Witan (King’s Council) to succeed Edward the Confessor on 5th January. Harold also claimed that it was Edward’s dying wish that he should have the crown (there were no witnesses to Edward saying this). He became King Harold II of England the day after Edward died.

Edward was buried in Westminster Abbey where Harold Godwinson’s coronation took place on 6th January 1066 and was crowned as Harold II. In fact Harold’s coronation was the first to take place in Westminster Abbey.
The reason for this is that after the conquest the prodigy of Halley’s Comet was remembered as an omen of great changes in kingdoms. To have the man bending Harold’s ear taking the role of soothsayer, predicting doom, is conjecture. Since the Tapestry artists have already demonstrated the deliberate means of saving effort by reversing the factual sequence of events, it is likely that this is what is happening here. They do not have to depict more than one messenger to William and none from him to Harold. The phantom ships in the lower border represent news of the coming Norman invasion, which William already put in motion long before Halley’s Comet appeared in late April.

After hearing that Harold had been crowned King in early January 1066, William immediately began plans to invade England by building an immense fleet of some 700 warships to claim the throne. Initially William could not get support for the invasion but, claiming that Harold had sworn on sacred relics to support his claim to the throne after having been shipwrecked in Ponthieu, William was given the Church’s blessing and nobles flocked to his cause. In anticipation of the invasion, Harold assembled his troops on the Isle of Wight and remained there for the whole summer. But claiming unfavourable winds, the invasion fleet remained in port. On 8th September with provisions running out Harold disbanded the army and he returned to London.
The invading Vikings defeated the English at Fulford, near York

Eight months after Harold II’s succession on September 8th the Norwegian king Harald Hardrada, who also claimed the English crown launched a major invasion of England. With a fleet of about 300 Viking longboats and about 8,000 Norsemen warriors aboard, he sailed from the region of Sogne Fjord and crossed to the mouth of the Tyne, where he was joined by Tostig, Harold Godwinson’s brother, who was set on regaining the earldom of Northumbria, where he had been ejected in favour of Earl Morcar, after a revolt at York.

Tostig was prepared to help Hardrada the Norwegian King to conquer England on condition that he himself was restored to his old privileges. To this end Tostig had been busy accumulating strength, and may possibly have mustered another 30 ships to add to Hardrada’s fleet. From the Tyne Hardrada and Tostig sailed southward. They attacked and burnt Scarborough, hurling fire on the houses from the top of what is now known as Castle Hill. Then rounding Spurn Point, they turned their ships into the Humber, en route for York. As the invaders rowed westward, the English scouts saw a formidable fleet.

The Bayeux Tapestry does not cover any of the events of 1066 that took place in Yorkshire. The Yorkshire Preface to the Bayeux Tapestry, which is the project of the Fulford Battlefield Society, attempts to rectify this situation. It tells of some of the events that took place in Yorkshire and the story of the battle at Fulford.

Above: This first panel depicts King Hardrada landing at Scarborough and burning it down then going on to destroy Holderness

The strength of Hardrada’s fleet was probably greater than the English had expected and Harold, in London, must have received early reports of the invaders’ strength, only when they entered the Humber. This unexpected strength may have been why Harold felt obliged to march north, even though he knew William’s arrival in the south was imminent. Harold collected his army of the South and set out for Yorkshire on about September 18th, this was before he had received any news of an engagement with the invaders.

Harold’s confidence in the ability of Edwin, Earl of Mercia and his brother Morcar, Earl of Northumbria to destroy the enemy had been shaken by what he had learned of the enemy’s strength. He probably saw that the time had now come, with one invader actually here, to end the dangerous division of England’s forces. Combining the armies of the South and North into a single army could overwhelm Hardrada and then return back south before the wind changed, ready to meet William. Separated as the armies were the issues both North and South began to look disturbingly uncertain. But events were to outpace him. As Harold decided to march North from London to fight off the Norsemen, with his army, affairs in Yorkshire drew to a climax.
Harald Hardrada, with his fleet of about 300 ships sailed up the Humber and landed at Riccall, just south of York. The two powerful Earls in the north, Edwin and Morcar, hurriedly mustered an army.

Above: This panel shows the Norsemen travelling up the Humber to Riccall. Then King Hardrada takes his men ashore and Earl Morcar blocks the invaders at the beck

On Wednesday, September 20th the Norsemen tied up their ships in lines along the banks of the calm waters of the Ouse, near Riccall. There is no evidence that any action between ships, either at sea or in the Humber estuary took place. They left them with about one-third of the fighting men to guard them. Hardrada, with the remaining warriors marched towards York. They halted at Fulford, which is now a congested suburb of York but then it was open country.

**The Battle of Fulford**

The English army appear to have launched a confident attack on the defenders at the beck beside the river Ouse, approaching at an angle and, after fierce fighting, dispersed them in disorder. The Norsemen gave way and Earl Morcar’s banner advanced bravely. But the Norsemen were more experienced solders and they certainly had a more experienced general. Hardrada kept his main strength near the river; and at some well-chosen moment, when the battle was at its height, Hardrada swung out his left flank in a pincer movement, enfolding the English and driving them back into the beck itself.

Left: This photo shows the beck today. It is believed to be the location of the Battle of Fulford on 20th September 1066. The photo is looking west. The English shield wall would have been on the north bank, which is now lined by the trees and the Norsemen attacked from the south, from Riccall trying to gain entry to York, 2 miles to the north
The fighting was prolonged and bloody; but as the day wore on, the English found themselves in desperate straits. In the end they broke, and a fearful slaughter ensued, culminating in a rout. Some ran upstream, some down; but a great number died along the beck, and there were so many bodies when it was finished that the invaders were able to go ‘dry foot over the fen.’ From all accounts, it is clear that the mobilized power of Mercia and Northumbria was cut to pieces at Fulford, where they were heavily beaten by the invaders. What remained of the best raised army of the two earldoms was scattered and demoralized. The army of the North had been broken before the army of the South could reach it.

Above: This panel illustrates King Hardrada leading his best men who had been concealed beside the river, took advantage of the falling tide to cross the beck beside the river Ouse. Once across the beck, the English had to retreat. The last scene is King Hardrada and Earl Tostig entering the city of York

King Harold of England arrived at Tadcaster on Sunday, after a rapid four days march. By then he must have heard about the catastrophe at Fulford, and have known that he had arrived too late. So with his army he moved on to York.

During this time, York had capitulated to the Norsemen, but they did not enter the city in force, perhaps because Earl Tostig was anxious that his capital should not be looted. It was arranged that hostages from various parts of the shire should be brought in; and the Norsemen’s army retired to Stamford Bridge to await their arrival. Stamford Bridge lies seven miles to the east of York, on the river Derwent. If unforeseen disaster overtook the fleet 15 miles away at Riccall, the army was in position to retreat along the old Roman road to the coast.

The Battle of Stamford Bridge

Monday September 25th, was a very hot day, so the Norsemen took off their heavy mail armour and lay about the meadows, beside the River Derwent. They thought they could relax because they were conquerors. But suddenly a mass of shining shields and bright armour was seen approaching from the direction of York. Harold of England had swept through the city and pushed straight on to Stamford Bridge. The Norsemen were surprised as they had no suspicion that the English army of the South was in their region. Harold, having led his army north on a forced march from London in four days, caught them by surprise. King Harold attempted compromise with his banished brother Tostig, by sending a message offering to restore his Earldom if he would lay down his arms and join him. Tostig asked what English lands Harald Hardrada of Norway could expect if he dismissed his Norsemen army? King Harold’s defiant reply was that ‘he would offer Hardrada seven foot of good English soil, or as much as he needed as he was taller than other men’! Meaning seven feet of land for a grave, Tostig refused to abandon his ally, so the battle which followed, fought adjacent to Stamford Bridge, was ferocious and long.

First they attacked the Norsemen who occupied the western bank of the river. Then there was a ferocious struggle for the ford, which appears to have been the real crossing point of the water. The celebrated story of the mighty Viking who held the bridge may be based on fact; but it was probably no more than a wooden footbridge beside the ford.
Hardrada was taken by surprise and knowing that his army had suffered grievous depletion at Fulford, formed a ring or defensive on the eastern side of the river, where the houses of the village now stand, along an elevated ridge. He also sent an urgent message to his lieutenant Eystein Orre, who was with the ships at Riccall, ordering him to bring up reinforcements. However the Norsemen seems not to have been able to remove himself from the remorseless English pressure. The battle at Stamford Bridge seems to have lasted most of the day. It is believed that King Harald Hardrada received a fatal arrow through the neck and his friend the treacherous Earl Tostig was also killed along with hundreds of Norsemen soldiers. The English army decimated the Norsemen. It was a total victory for King Harold and was one of the most impressive victories any English Saxon King ever won.

Herold Hardrada, King of Norway was a mighty soldier. Today, looking across the fields, the cottages and the gardens to the distant Howardian Hills, one wonders whether his big bones still lie here. If this were so, where one should measure the ‘seven feet of English ground’ that Harold of England granted him.

The following day, Olav, the son of Hardrada gave himself up to the English, along with the Earl of Orkney. In a merciful gesture, Harold allowed him to return home, with all the survivors, on a promise they would never invade England again. In fact the Battle of Stamford Bridge was such a fierce battle that only 24 of the original 300 fleet of ships, that came to England carrying 8,000 armed warriors, returned to Norway.

Harold celebrated his victory at York by ordering a huge banquet; but this was cut short when news reached him that William had landed on the South Coast. Once more, with his soldiers, he took to the road, and marched south. His last command was to Morcar and Edwin, whom he urged to raise a new force from Mercia and Northumbria, and hasten to his aid. This they loyally did; but by the time they reached London, William had become the Conqueror and Harold was dead. All these events belong to a far distant past and tragically, if the Norsemen had not prevailed at Fulford, a much more powerful army would have confronted William at Hastings.
King Harold’s Death

According to tradition, Harold was killed by an arrow in the eye, but it is unclear if the figure holding an arrow in his face is identified as King Harold as depicted in the Bayeux Tapestry. The main evidence that this figure is meant to be the King is the presence of the name “Harold” sewn around the figure’s head. There is not much argument that Harold is actually the next figure falling to the ground beneath the sword of a charging knight.

Older etchings made of the tapestry made c. 1730 show the standing figure holding what appears to be part of a spear shaft, instead of clutching an arrow. The Song of the Battle of Hastings, written shortly after the battle says that Harold was killed by four knights, probably including Duke William, and his body brutally dismembered.

Examination has shown that the second figure once had an arrow in his eye and that had later been unstitched. However, this may have been the work of over enthusiastic, nineteenth century restorers and was soon removed. It will probably never be known if Harold died by an arrow, or was killed by the sword.

Right: This is the last surviving section of the Bayeux Tapestry. It shows that looting had already started on the lower slopes of the hill as the battle continued. The King is dead and his men either fight to the last, where they stand, or take to the woods a mile away to their rear. The Tapestry is lost beyond this point, but it is very likely it would have gone on to portray the scene of William’s Coronation which took place on Christmas Day.
Ilkley Moor - Cow and Calf

High on Ilkley Moor the Cow and Calf Rocks are a large rock formation consisting of an outcrop and boulder, also known as Hangingstone Rocks. The rocks are made of millstone grit, a variety of sandstone, and are so named because one is large, with the smaller one sitting close to it, like a cow and calf.

According to local legend, the Calf was split from the Cow when the giant Rombald was fleeing an enemy, and stamped on the rock as he leapt across the valley. The enemy, it is said, was his angry wife. She dropped the stones held in her skirt to form the local rock formation.

Ilkley Moor is the most famous moor in Yorkshire. It is also one of the most important Bronze Age ‘art’ sites in Europe with nearly 300 identified carved rocks. This story has been published in the journal (*TYJ 3 Autumn 2010*).

It is so famous that it has its own anthem, *On Ilkla Moor Baht ’at* translated - *On Ilkley Moor without a hat*, - which is a popular folk song.
The Lyrics

Within the lyrics there is one central verse to the song, the first, third and fourth lines are changed with each following verse. All of the verses in the song feature the second, fifth, sixth and seventh lines which are "On Ilkla Mooar baht 'at".

### Yorkshire Lyrics

<table>
<thead>
<tr>
<th>Yorkshire Lyrics</th>
<th>Translation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wheear 'as tha binn since ah saw thee?</td>
<td>Where have you been since I last saw you?</td>
</tr>
<tr>
<td>On Ilkla Moor baht 'at</td>
<td>On Ilkley Moor without a hat</td>
</tr>
<tr>
<td>Wheear 'as tha bin since ah saw thee?</td>
<td>Where have you been since I last saw you?</td>
</tr>
<tr>
<td>Wheear 'as tha bin since ah saw thee?</td>
<td>Where have you been since I last saw you?</td>
</tr>
<tr>
<td>On Ilkla Moor baht 'at,</td>
<td>On Ilkley Moor without a hat</td>
</tr>
<tr>
<td>On Ilkla Moor baht 'at,</td>
<td>On Ilkley Moor without a hat</td>
</tr>
<tr>
<td>On Ilkla Moor baht 'at.</td>
<td>On Ilkley Moor without a hat</td>
</tr>
<tr>
<td>Tha's bin a coortin' Mary Jane</td>
<td>On Ilkley Moor without a hat</td>
</tr>
<tr>
<td>Tha's bahn t' catch thi death o' cowd</td>
<td>On Ilkley Moor without a hat</td>
</tr>
<tr>
<td>Then we shall ha' to bury thee</td>
<td>You have been courting Mary Jane</td>
</tr>
<tr>
<td>Then t' worms 'Il cum an' eat thee up</td>
<td>You are bound to catch your death of cold</td>
</tr>
<tr>
<td>Then t'ducks'll come an` eyt up t'worms</td>
<td>Then we will have to bury you</td>
</tr>
<tr>
<td>Then us'll go an` eyt up t'ducks</td>
<td>Then the worms will come and eat you up</td>
</tr>
<tr>
<td>Then us'll all ha' etten thee</td>
<td>Then the ducks will come and eat up the worms</td>
</tr>
<tr>
<td>That's wheear we get us ooan back</td>
<td>Then we will go and eat up the ducks</td>
</tr>
<tr>
<td></td>
<td>Then we will have eaten you</td>
</tr>
<tr>
<td></td>
<td>That's where we get our own back</td>
</tr>
</tbody>
</table>

The Yorkshire Journal
At the turn of the nineteenth century, oatcakes or *haverbread*, (haver comes from the Anglo-Saxon word meaning oats, hence Haversack or oat bag), were made at different places throughout Yorkshire. They were considered the staple diet of the majority of Yorkshire’s working population. This was partly due to the fact that wheat was not a traditional grain grown in Yorkshire. Its introduction to the region occurred relatively late; early to the middle of the 19th century compared to other parts of England. To begin with only a small percentage of the population in Yorkshire ate wheat. In fact only the rich could afford white flour when first used. By end of the century however, wheat bread was the norm.

A large variety of names were given to oatcakes, which shows its widespread popularity. In fact, there were just two main types of oatcakes being made in Yorkshire. The first was made from stiff dough rolled out into a thin cake and baked until stiff called clapbread, oatcake, haverbread, or havercake. The second type was made from a thin batter which was slipped or tossed onto the bakstone and cooked like a large crepe, known as riddlebread, and also haverbread, havercake or oatcake. This thinner oatcake could be eaten fresh when soft. Oatcakes were a popular food because they were cheap to make, nourishing and sustaining, slow at releasing energy so you did not feel hungry again quickly.

Both types of Oatcakes were cooked on a smooth flat, heated stone slab called a bakstone. They were made of thin slabs of locally available stone which could withstand the heat of the fire and measured up to about 2 feet square. The upper side had a flat surface and the underside was left rough. Almost every farmhouse through the Yorkshire Dales had its own bakstone.

Later iron bakstones replaced some of the stone ones; which were circular in shape usually with a vertical looped handle rising above their working surface. When used, both the stone and iron bake stones were supported across the fire bars of the range.
By 1800 large built-in bakstones were being constructed in farmhouses and cottages in West Yorkshire where oatcakes were made with a liquid batter. These bakstones were built to one side of the main fireplace, so that the smoke and fumes from the small firebox could be carried away up the chimney after they had been used to heat the stone. They were probably introduced to accommodate a new method of making oatcakes in which the liquid batter was poured onto the hot bakstone.

**Reeled oatcakes**

Reeled oatcakes were made with liquid batter and were thinner and lighter. A smooth wooden board about 18 inches square was used which had carved diagonal grid grooves on one side. Oatmeal was sprinkled over the riddling board in a circular direction. A ladle full of the batter was then poured onto the meal, and the board was then gripped with both hands and swirled in a rotary motion to run the batter out to form a flat shallow round pool. The sprinkled oatmeal over the board made them easier to handle. This was then slipped or tossed onto the bakstone. The craft was in the ‘tossing or throwing’ of the batter onto the hot bakstone, to form a cake of even texture and good shape. It was allowed to cook for a few seconds, and then cooled off on a cloth. Whilst still warm and flexible, the oatcakes were then hung up on lines or a wooden creel across the ceiling to dry. Oatcakes were oval in shape, usually twelve inches long and eight inches across.

*Right: A Riddling board of the early 1800s showing carved grid grooves on one side*

*Above right and left: Two wooden Bread Creels also known as Bread Flakes. They were suspended from the ceiling directly over or near the fireplace. Originally they were used to hang oatcakes for drying out, later to dry and air washing. The corded example on the right is illustrated in George Walker’s Costume of Yorkshire of 1814*
George Walker depicted life in Yorkshire accompanied by some text in a series of forty coloured engravings. They were first published as *The Costume of Yorkshire* in 1814 and gave a few glimpses of the occupations, dress, and life of the “labouring classes” in Yorkshire at the time.

*Left: Plate IX is entitled ‘Woman Making Oat Cakes’ in which Walker illustrates in some detail*

Walker’s illustration shows a woman making reeled oatcakes. In her kitchen can be seen a large baking bowl on a stool with a ladle inside it. The ladle measured out the liquid batter for each cake, the thickness of which depended on the cost of the oats being sold at the time in the market. This was because oat cakes were usually sold for one penny. The woman can be seen swirling the batter around on the riddling board, which has been prepared with a layer of fine oatmeal shaken from the sieve, which can be seen hanging up on the wall in the background. She is showing her two children this process, both appear to be helping, and wearing aprons.

After the batter had been shaped and made into a suitable size and thickness, it would then be slipped off the riddling board onto the hot bakstone to cook. In the illustration can be seen an oatcake cooking on the bakstone in the background. There are also a number of oatcakes that have been placed on a piece of cloth on three wooden planks across an inverted chair, to cool off. A number of oatcakes can also be seen hung over cords above the fire place to dry.

*Left: Wooden scrappers on a riddle board, displayed in the Craven Museum, Skipton*

This method of making oatcakes changed in the mid 1800s. This was probably when bakstones were built to one side of the main fireplace. The batter was poured from the baking bowl straight onto the bakstone and riddle boards went out of use. A wooden scrapper was run over the mixture to control the size and thickness of the cakes.

Oatcakes or havercake were liked by young and old. The children liked theirs fresh and soft, spread with butter or treacle and made into a ‘roley-poley’. Eaten with a mug of fresh milk, it made a simple, delicious, yet a perfect meal for a child.

Every public house took dozens every week to serve with cold meats and ale.

**The Decline of Oatcakes**

In the industrial West Yorkshire, oatcakes baked for sale appears to have flourished and expanded. In 1814 George Walker recorded that the standard price for a single cake was one penny, the size of the ladle used to measure the batter being varied according to the market price of the meal. After the 1880s the collapse of the domestic textile industry forced most working women out of their homes and into the mills. With very little time to bake, they now relied on ready-baked foods. The majority of these home made oatcakes were no longer made.
Before 1852 the Duke of Wellington’s Regiment was known as the 33rd regiment of Infantry (and was also the First Yorkshire West Riding Regiment). It was stationed in Halifax and always recruited hardy lads in the West Riding of Yorkshire, especially in ale houses. The regiment was nicknamed ‘The Havercake Lads’, the havercake being the traditional Yorkshire Oatcake which became the regimental insignia. It was the custom of the regiment’s recruiting sergeant, in his bright red tunic, to go around waving an oatcake on the end of his sword, held high, as a promise to potential recruits that they would be well-fed in the army. This helped to persuade men to join and take the “king’s shilling”. Together with a drummer boy beating his drum, it must have made an imposing and thrilling sight. In fact many a rookie signed up under the influence of cheap liquor, not realising the impending hardness of life in Wellington’s army.

George Walker illustrated in his *Costume of Yorkshire*, in 1814 a fascinating and cheerful recruitment scene outside a pub where men can be seen drinking merrily. Two men are sword playing and a young soldier has a drum which he played to gather the crowd. The recruiting sergeant, in the centre of the scene is elegantly dressed in his red uniform, pointing with his hand at the pub sign ‘The Lord Wellington’. In his other hand he holds his sword high up with a havercake stuck on it decorated with colourful ribbons.

Above: Walker’s *Costume of Yorkshire*, 1814, entitled ‘Thirty-Third Regiment’, in which he illustrates a colourful and cheerful recruitment scene outside a pub.
In the Otley churchyard on the north side of the Parish Church of All Saints there is a unique castellated memorial in stone, dedicated to the men who lost their lives during construction of the Bramhope railway tunnel between 1845 and 1849. The memorial is a replica of the tunnel’s north entrance, and a sign on the railings lists the names of some of those killed. It was listed as a Grade II monument in 1974. The memorial is set on a rectangular base and has a round tower on each corner. Embattled parapets connect the towers on each side and on the south side there is a slate panel with an inscription to the unfortunate men who lost their lives. The castellated memorial is separated from the main churchyard by cast iron railings and Church Lane, which is a cobbled walkway. In fact it was James Bray, the contractor who arranged and paid for the construction of the memorial shortly after the tunnel was opened in 1849. The original memorial was made in Caen stone which had to be restored in 1913 at the expense of the North Eastern Railway Company. It was restored again under the auspices of Otley Town Council and British Rail in 1988.

Right and below: Castellated memorial in the Otley churchyard, dedicated to the men who lost their lives
The Bramhope railway tunnel is 2.138 miles (3.441 km) long on the Horsforth to Weeton section of the Leeds and Thirsk Railway, in West Yorkshire. It was constructed during 1845-1849 under the ridge separating the Aire and Wharfe river valleys. It is famous for its length, for its castellated north entrance, and for the accidental deaths of many men during its construction.

The tunnel was first proposed in 1843 with an estimate of £800,000 approved in 1845; though the final cost by 1849 was £2,150,313. Thomas Grainger was the constructing engineer and James Bray was the contracted overseer in 1845 for the construction of the Horsforth and Weeton tunnel under Bramhope and the ridge between Airedale and Wharfedale. Bray was a Leeds iron and brass founder, whose previous experience had been on the Thackley Tunnel, Bradford.

Construction began on 20th October 1845 by building two sighting towers for the engineers to keep the line true. Then twenty shafts were sunk to enable access for tunnelling. Tunnelling started after the foundation stone was laid at the bottom of No. 1 airshaft in July 1846. The separate diggings first joined up into one long tunnel on 27 November 1848, and it was completed in summer 1849. The official Grand Opening was on 9th July 1849.

The portals or entrances are very different, representing an era that displayed its pride for all to see. The southern Horsforth entrance is plain in design but still quite striking with the keystone displaying the carved head of Mercury the messenger of the gods and patron of travellers.

*Right: The plain southern entrance at Horsforth with a double track* 

*Left: The keystone at the southern entrance is the head of Mercury with wings on his helmet.*

The northern entrance is in a magnificent Victorian Gothic style with side towers and turrets. It has a horseshoe shaped archway, with a keystone of a large head of a heavily bearded old man in a helmet. The parapet is built of plain slabs, each with a square hole that connects the two side towers. At its centre is a raised frame with carved emblems of a wheat sheaf, a fleece and a fish. On the left is a tall, large cylindrical, three storey tower which has double round-headed windows at each level. It has an embattled parapet decorated with crosses. At the back of this large tower, at the top of the parapet, is a smaller entrance tower which leads into the three storey tower. Inside the tower are three small chambers connected by steep steps, which accommodated some of the railway staff during the original construction work. To the right is a smaller octagonal tower on a square base with similar crosses. A retaining wall continues on each side of these towers’ terminating in square turrets.

This northern entrance was listed Grade II in 1988. Both portals are on Network Rail land with no public access.

*Left: The magnificent northern entrance after being cleaned of graffiti and the towers windows blocked-up*
The story behind the Bramhope Tunnel

In the 1840s the estate of Creskeld Hall, Arthington was occupied by William Rhodes, a local gentleman who had successfully landscaped some of the areas around his estate. The tunnel and cutting would have made an unfortunate visual impact on his estate and it seems likely that the towers at the northern entrance were designed to harmonize with the landscape in the manner of a garden building, and so appease Rhodes. The tall tower was accessible at the rear and good views were obtained from the chambers inside, over Wharfedale. Therefore the northern entrance with its side towers acted both as a decorative entrance in its own right and William Rhodes used the tall tower to take advantage of the fine scenic view. It is also believed that the tunnel was made longer than was strictly necessary in order to meet the wishes of Rhodes through whose estates the line passed.

Right: The keystone at the northern entrance is the head of an old man in a helmet and heavily bearded

Left: The carved symbols on the parapet showing a wheat sheaf, a fleece and a fish.

The finished tunnel is 2.138 miles (3.441 km) long and measures 25 feet (7.8 m) wide by 25 feet 6 inches (7.6 m) high. It is a double track tunnel, with a gradient of 1 in 94 (0.01%) down from Horsforth to Arthington. At its maximum depth, just to the north of Breary Lane, it is some 290 feet (88 m) below the surface. The construction was for the Leeds Northern Railway and the East and West Yorkshire Junction Railway, which together, later became the North Eastern Railway. Although the grand opening was 9 July 1849 the first train went through on 31 May in the same year, full of Leeds and Thirsk railway officials, and pulled by Bray’s steam locomotive Stephenson.
There were possibly up to 2,300 workers at the peak of construction, plus their families, many of whom were poor Irish refugees. These included 101 labourers, 732 tunnel men, 738 excavating navvies, 188 quarrymen, 102 stonemasons and 18 carpenters, a total of 1,869. Four hundred horses were also brought in for the work. During the four years that it took to construct, the workers lived in about 200 wooden huts known as “bothies” with their families in a field opposite Bramhope cemetery. Alongside these bothies were the main offices and wooden workshops. There were also a further 138 bothies along the line of the tunnel each one often housing as many as seventeen residents. Day and night shift took turns in using the beds.

The men had to work in dangerous and difficult conditions. First they were lowered by buckets down the airshafts, then they had to dig horizontally using picks and shovels by torch light from these shafts until the diggings joined up. The pay varied from £4 for skilled works to £1.90 for navvies per week, who had to shovel tons of rock and earth on a 12 hour shift, seven days a week. Conditions were constantly wet, with foul air and gunpowder fumes plus the danger of roof collapse. This was because the tunnel cuts through hard sandstone, shale and clay, and there are seven major faults in the rock near the centre point. Metal sheets had to be used to divert water inside the tunnel.

The work was particularly dangerous at the Horsforth end where the rock had to be blasted using gunpowder and there was frequent flooding and subsidence. It has been estimated that in total between 1845 and 1849 some 1,563,480,000 gallons (7,107,580,080 litres) of water were pumped out of the workings during construction due to the sloping gradient. In fact the constant threat of flooding that occurred during its building has been a problem to railwaymen ever since opening. The tunnel burrows beneath the ridge that separates Airedale from Wharfedale, and it acts as a huge drain.

Right: A list of the names of those killed, from the sign on the railings that divide the main churchyard.

During the construction of the tunnel many serious accidents and deaths occurred, which made it necessary to instigate a spring cart service to ferry the injured to the then, newly opened, Leeds Infirmary from the site. However, it was not until 1847 to 1849 that records were kept. The precise number of deaths is not known, but there could have been more than 30. The list of names with their ages and dates they were buried, are recorded on the sign on the railings that separated the main churchyard the castellated memorial. They total 23 and these are the only ones we know about. This list may have originally been compiled by the Reverend Joshua Hart who was Vicar of Otley from 1837 to 1865 and preached at the unveiling of the monument plaque in the churchyard. The actual men who were killed during the excavation of the tunnel are believed to be buried at Eccup, Adel, Yeadon, Horsforth, Leeds and Otley.

According to the sign 5 men died in 1846, 13 in 1847, 4 in 1848 and just one in 1849, making a total of 23 in all. The youngest men to be killed were 20 years old and the oldest man was 49 years old.

Left: A coloured postcard showing a steam engine just leaving Bramhope tunnel. It dates to about 1918.
What is visible today

Only one of the two sighting towers remains, it is situated in the field opposite Bramhope cemetery at the junction of Moor Road and Moorland Road. It is about 40 feet (12.0 metres) high with an interior stone staircase; the entrance has been blocked up. The second one is now demolished; it was situated behind Dyneley Hall, near the Leeds - Otley A660 road.

Four of the twenty shafts remain as ventilation shafts. The first one is located just off the Leeds - Otley A660 road near the Scout hut in Bramhope. The second one is situated near Moor Road, behind Park House. The third is opposite Camp House Farm and the fourth is located between None–Go–Bye Farm and Crag House Farm. These ventilation shafts measure 40 feet (12 metres) by 30 feet (9.1 metres) which are wider than the tunnel itself.

Some of the soil excavated was used in the embankment approach to the Arthington viaduct. The rest was tipped along the line of excavation. No spoil was deposited between the north entrance and the Leeds - Otley A660 road because of an agreement with the landowners.

Above: The sighting tower in a field at the junction of Moor Road and Moorland Road, opposite Bramhope cemetery. The sealed entrance can be seen in the photo.

Left: Map showing T, sighting tower in the field opposite Bramhope cemetery at the junction of Moor Road and Moorland Road.

Ventilation shafts – 1, near the Scout hut in Bramhope, 2, near Moor Road, behind Park House, 3, opposite Camp House Farm, 4, between None Go Bye Farm and Crag House Farm.

B is Bramhope Hall which was replaced in 1971 by the Post House Hotel (now Holiday Inn) and C is Creskeld Hall.

© Crown copyright, Ordnance Survey
The first ventilation shaft is located next to a scout hut just off the Leeds - Otley A660 road in Bramhope. It is 240 feet in depth.

The second ventilation shaft is situated near Moor Road, behind Park House. It is 239 feet in depth.

The 3rd ventilation shaft is located opposite Camp House Farm. It is 204 feet in depth.

The 4th ventilation shaft is situated between None–Go–Bye Farm and Crag House Farm. It is 175 feet in depth.

Recent actions

In recent years trains have been cancelled or delayed due to flooding in the Bramhope Tunnel. Water still runs fast into the tunnel, and in the 1960s a train was derailed by a 3-ton (3.3 tonne) icicle. Major repair work was undertaken in 2003 and 2006, with the Victorian drainage culvert replaced, and the track lowered to allow larger passenger and freight stock. This work cost £10 million. The sixteen closed airshafts were deteriorating and had to be re-capped. It is said that there are three more full-sized portals inside, each with a carved plaque and the date of construction. The rail workers’ refuges become smaller as you go in and that most of the tunnel is not brick lined, but bare rock.

Left: Inside the Bramhope Tunnel with light shining in from one of the ventilation shafts above

Photo courtesy of Network Rail
In the autumn issue 2012 of The Yorkshire Journal, John Stuart wrote a captivating article on ‘Tunny Fishing in Scarborough’. He described that huge blue fin Tuna (Tunny fish) that lived in the North Sea were not easy to capture so big game anglers turned Tuna fishing into a sport. This was in the 1930s and the sport attracted the rich and famous.

However, two Keighley brothers R Hattersley and H Giffard Smith, who were not particularly famous and not so rich either went tunny fishing off Scarborough in September 1934. They were directors of the firm George Hattersley and Sons Ltd, machinists, power-loom makers and iron founders of North Brook Works, Keighley.

The brothers were fortunate in catching five tunny fish, with a total weight of 3,15lb, the heaviest weighed 798lb.

The photo on the left appeared in the former Yorkshire Journal, issue 7, Autumn 1994, which was supported with a story about it by Ian Dewhirst, who was reference librarian at the Keighley Library for twenty-five years. It shows the five tunny fish they caught, in the factory yard at Keighley, where the tunny were put on display. One of Hattersley’s lorries was used in bring their catch back to Keighley.

In 1949 a Lincolnshire gentleman farmer, John Hedley Lewis, caught a tunny fish weighing 852lbs, which set a new record. It is the largest fish ever to have been caught off the Yorkshire coast on rod and line. In the early 1950s the tuna disappeared from the North Sea due to the decline of herring from over fishing. So with no herring to eat, the tuna moved on and the sport of tunny fishing on the Yorkshire coast came to an end and has now passed into history.

Right: This photo was taken on 16th September 1949 and shows Mr John Hedley Lewis a Lincolnshire gentleman farmer of Corby with the heaviest caught tunny fish off the Yorkshire coast. It weighs 852lbs. On the right is Tom Pashby the skipper of the coble ‘Good Cheer’
Pulling in the catch and Memorabilia

Above: On the wall of the Leeds Arms in Scarborough is memorabilia of bye-gone days of tunny fishing. It includes many photos, life belts, oars and fishing rods.

Left and below: These are the ones that did not get away!

Below: The Leeds Arms, Scarborough
The Yorkshire Journal is a quarterly publication, published in Spring, Summer, Autumn and Winter and is a free online e-journal at www.theyorkshirejournal.wordpress.com

Every effort has been made to determine copyright on illustrations in The Yorkshire Journal. We apologise to any individuals we may have inadvertently missed. The Editor would be happy to correct any omissions.