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The article ‘On to Ribblehead and Settle’, pages 4-19 concludes Stephen Riley’s series of articles on the Settle to Carlisle railway. The first one ‘The Highest Railway Station located in the Yorkshire Dales National Park’ is a detailed history of the Dent Railway Station (TYJ Spring 2015). His second article ‘Through the Blea Moor Tunnel and onwards’ (TYJ Summer 2015), highlights the features on the line from Dent Railway Station to the Blea Moor Tunnel.

In 1962-3 a 50 minute pioneering coloured documentary film was made by members of the Halifax Cine Club titled “The Long Drag”. This film records many of the viaducts, tunnels and features that are documented in Stephen’s articles. It shows members of the club travelling by train and on foot in order to point out the most interesting structures on the Settle to Carlisle railway. What makes this documentary unique is that this film captures several railway structures that were demolished soon after it was made. It begins with the narrator explaining the history and development of the line in the 19th century. After this introduction the film team board a steam train at Hellifield Station which takes them on to Settle Station and beyond pointing out various places on the way, including, the former Craven and Murgatroyd Lime Works, Stainforth Force, Sheriff Brow Viaduct and Helwith Bridge. Before arriving at Horton in Ribblesdale Station, the train passes limestone quarries and railway sidings. At the Horton in Ribblesdale Station a view of Pen-y-Ghent, the lowest of the three peaks is pointed out. The train continues on its journey to Ribblehead Station passing the signal box and the northbound platform with its passenger waiting shelter. These were demolished in 1970 and the railway station building on the southbound platform closed, it was re-opened in 1986 by British Rail. At the Ribblehead Station, the stationmaster, who in 1963 was Mr. Bill Sharp, demonstrates the use of weather recording instruments, assisted by his son Geofffrey. The weather reports were transmitted to the Air Ministry. Ribblehead no longer acts as a meteorological station. One of the film crew walks towards the Ribblehead Viaduct and over the remains of the navvy construction camp known as Batty Wife Hole, which was the largest on the line. He examines some of the ruins giving an account of its history and that of the Ribblehead Viaduct, over which two trains pass each other. In 1991 the viaduct was restored and made into a single line to limit the load to one train crossing at a time. He continues the journey by walking through Blea Moor Tunnel, then they clamber over rocks above the tunnel looking at massive soil heaps before reaching the top, which overlooks Dentdale and the Dent Head Viaduct.

They visit the Church of St Leonard at Chapel-le-Dale, showing a marble plaque in the church dedicated to those who died constructing the railway. This is the original marble plaque, it was re-placed in about 2000 with a new one because the wording was wearing out. After passing parts of the line where a new track is being laid they continue on foot to Arten Gill Viaduct, looking over the Vale of Dent and on to Dent village. The journey continues by train to Dent Station where the train first passes the signal box than a siding platform used for loading cattle and coal. These were demolished in 1984. After visiting the stationmaster house, which is the highest in England, they walk through the Rise Hill Tunnel and on to Garsdale, where the highest water troughs in Britain are pointed out. At Garsdale we see the closed 6 mile line to Hawes, with the derelict station and track. In the 1990s the Hawes site was converted into a museum and tourist information centre with a short length of track re-laid and an old steam train together with two ex-British Railways coaches installed as an exhibit. At Garsdale Station the same member of the film crew inspects the once famous stockade turntable and an account of it is given by the narrator. They continue on to Dandry Mire Viaduct /Moorcock Viaduct, shortly arriving at Ais Gill Summit, which is 1169 feet above sea level and is virtually the end of the Long Drag.

Eventually they go through the Birkett Tunnel to Kirkby Stephen West Station, visiting the town and Smardale Viaduct. They continue by train, stopping to wander around the village of Appleby. On through Eden Gorge, passing the station of Culgaith, before arriving at Carlisle, where they disembark and take a rest on a bench on the platform.

The above journey from Dent to Settle has been comprehensively detailed by Stephen Riley in his three articles. At the time this film was made steam trains were in regular use, which can be seen throughout the documentary. Sadly many of the signal boxes, water towers and sidings that can be seen in the film have been demolished. This award winning film is an historical record of the Settle–Carlisle Line as it was in 1963 and is well worth watching at -


It was filmed by kind permission of British Rail and with the co-operation of railway staff. Directed by Donald Horsfield, photographed and edited by Peter Boocock and the script and narrator was Tom Blackburn.
Welcome to the autumn issue of The Yorkshire Journal. This issue concludes the fascinating story of the Settle to Carlisle railway by Stephen Riley. In his final article ‘On to Ribble Head and Settle’ Stephen highlights the Ribblehead Viaduct and the construction camp ‘Batty Wife Hole’ where thousands of navvies lived when the railway was being built. Stephen includes a visit to St. Leonard’s Church, Chapel-le-Dale where there are around 200 burials of men, women, and children who lost their lives during its construction and to smallpox epidemics. Horton-in-Ribblesdale is the traditional starting, and finishing point, for the Three Peaks walk. Stephen visits a café that has a unique clocking system for walkers. Also included is Stainforth village which is famous for its magnificent waterfall, before ending at Settle which is the start of the Settle-Carlisle Railway line and an historic market town.

Then Margaret Mills takes a look at just a few of the items our ancestors may have eaten and enjoyed, and what we know of the stories behind them. New employment opportunities in the mills and factories changed the way working people lived and ate - they no longer grew their own food, and working hours were long, so they needed food that was quick and easy to prepare. The rich, on the other hand, wanted to display their wealth and status - and what better way to do it than to serve an elaborate Christmas Pie.

Next Sarah Harrison and Stephen Riley visit Goathland as it was before becoming Aidensfield for the television series Heartbeat in their article ‘Goathland - before Aidensfield’. They explain that it was the railway that brought the moors within easy reach of the Victorian visitors. It was well known for waterfalls and walks but not for the village itself. The most well-known waterfall is Mallyan Spout which helped to put Goathland on the map in the nineteenth century. In their article they outline a short circular walk to Mallyan Spout. This walk goes through woodland to Beck Hole which in Victorian times was famous for its many orchards, visitors would come from miles around to enjoy the walks and waterfalls and take tea beneath the apple trees.

In his article ‘A.J. Brown - Yorkshire's Tramping Author’, John White gives an account of the life of Alfred John Brown, who was a life-long walking enthusiast and author of many walking books. While he spent most of his career in the Bradford wool trade, writing was his spare time joy and passion. After WW2 service he began a new life as an hotelier in Darnholme on the North York Moors, then in 1951 he tried unsuccessfully to become a full time writer. He returned to the wool business in 1954 and established his own freelance international cloth sales enterprise in 1960. However in 1968 he was diagnosed with terminal cancer and died at home in Sleights in North Yorkshire.

For our last feature Jeremy Clark takes a look at one of the earliest attractions designed to keep Scarborough’s visitors amused. In his article ‘The Warwick Revolving Tower at Scarborough’ Jeremy gives the history of the short-lived Warwick Revolving Tower and how it worked. It was constructed behind Scarborough Castle on the headland and could clearly be seen from both the South and North Bays. It was opened to the public in 1898 and lasted until 1907 when it was demolished.

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

By Stephen Riley

Following on from the article ‘Through the Blea Moor Tunnel and onwards . . .’ published in the Summer 2015 issue of the Yorkshire Journal.

After emerging from the infamous Blea Moor Tunnel on the south side in North Yorkshire, the line skirts round the Blea Moor signal box. It is situated at over 1000 feet (304.8 metres) and must be one of the most remote and desolate signal boxes on the line. The house alongside was once occupied but now lies empty and the water tower which stood on the west side is now demolished. There is no road here and the signalmen have to walk over a mile (1.5 kilometres) from Ribblehead which is about a twenty minute walk in wild country to reach it. The remote signal box stands on a red brick base which is not the original one.

It is only a short train ride from the Blea Moor signal box to the Ribblehead Viaduct which is the most famous on the Settle to Carlisle Railway. It was designed by engineer John Sydney Crossley and was built between 1870 and 1875 by the Midland Railway. There is no other sight like it on a railway in Britain. At a quarter of a mile (402 metres) long it is the longest viaduct on the line. It features 24 massive stone arches with 23 intermediate piers and 2 abutments and its height is 104 feet (32 metres) at its highest point above the wild moorland. Each arch is 45 feet (13.75 metres) in span, with foundations between 10 and 15 feet (3.4 and 4.5 metres) below the current ground level. Bricks made on site were used for lining the arches of the viaduct.
The piers are tapered and to minimise the chance of progressive structural collapse should a pier fall, every sixth pier is fifty percent thicker. It was designed to carry two tracks with a rising gradient at the north end of the viaduct, which is 13 feet (4 metres) higher in elevation than the south end, leading to a gradient of 1 in 100.

Specialist tradesmen such as carpenters and masons were central to building the viaduct along with over 2000 navvies (‘navigators’ as they were known in the days of canal-building), which took four years to complete.

The line over the viaduct was opened for freight traffic on 3rd August 1875. On May 1st 1876 the first passenger train with its engine in dark green livery, hauled carriages over the 86 miles (138.4 kilometres) between Skipton and Carlisle in 2 hours 5 minutes. The viaduct was originally named Batty Moss Viaduct, after the broad open expanse of land to the east of the viaduct.

The Settle-Carlisle line was the last main line in Britain to be built largely, but not entirely, by navvy labour. Use was made of dynamite and numerous pieces of steam powered machinery for winding, pumping and excavating. The newly patented Burleigh Rock Drill, using compressed air, aided drilling into hard rock and a special brick-making machine, designed by Porters of Carlisle, was responsible for producing thousands of bricks a day at the Sebastopol Brick Works at Ribblehead; the bricks were used for lining the tunnels and arches of the viaducts.

Right: Detail of the Ribblehead Viaduct under construction in summer 1873. The two chimneys of the Sebastopol Brick Works, the loco shed and a shanty town (probably Sebastopol) are clearly visible beyond the viaduct.

Left: Aerial view of the Ribblehead Viaduct showing the surrounding terrain. To the right of the viaduct can be seen a number of earthworks which are the remains of workings and buildings. Also the railway line becomes a single track over the curved viaduct.
Construction camps, or shanty towns as they are popularly called, grew up between 1870 and 1875 where thousands of navvies lived when the railway was being built. The land below and around the viaduct is where some of the shanty towns were built for the navvies and their families to live that built both the Ribblehead Viaduct and nearby Blea Moor Tunnel. They were given names such as Batty Wife Hole, Sebastopol, and Belgravia. Very little remains of these towns, which must have been quite lively places in their time. Most of the workers lived in prefabricated single-storey wooden terraces. The Batty Wife Hole settlement, just to the east of the viaduct, was the principal and largest settlement on the line. It once had substantial buildings such as post office, public library, mission house, schools, shops, ale houses, accommodation, and the Midland Railway’s offices, yards, stables and a store, employing clerks, storemen, carpenters, sawyers and blacksmiths, as well as a small isolation hospital built during a smallpox epidemic.

Sad more than a hundred navvies lost their lives during its construction, through industrial accidents, fighting or from smallpox epidemics. There are around 200 burials of men, women, and children in the graveyard at nearby Chapel-le-Dale (now St. Leonard’s Church), dating from the time of its construction. Such was the loss of life that the Midland Railway was obliged to pay for an extension to the graveyard. There are thought to be mass graves at the end of the graveyard where unmarked mounds can be seen, representing the burials of these poor people.

In St. Leonard’s Church, Chapel-le-Dale, is a marble memorial plaque to those who lost their lives in constructing the Railway works between Settle and Dent Head, 1868 to 1876. However, this is a copy of the original marble plaque on which the wording was wearing out. After a failed attempt to restore the wording, a copy was commissioned. The original marble plaque can be seen in the National Railway Museum at York.

Right: The marble memorial plaque inside St Leonard’s Church, Chapel-le-Dale, in memory of men who lost their lives in constructing the Railway works between Settle and Dent Head, 1868 to 1876
It was not until the Millennium Year 2000 that all those connected with the railway between 1870 and 1877 were especially remembered. On Sunday 27th August a simple upright stone with a brass plaque that now stands in the churchyard, was dedicated to their memory by the Right Reverend Ian Harland, former Bishop of Carlisle and the Reverend Tim Ashworth, vicar of St. Leonard’s Church, Chapel le Dale.

In the 1980s British Rail attempted to close the line. The huge cost of repairing the Ribblehead Viaduct was very much a part of the argument put forward as a reason to close the line. The viaduct became the symbol of the campaign to save the line and support for the highly scenic and historical Settle and Carlisle railway flooded in from all quarters. The line and the viaduct were both saved in 1989. In 1991 the viaduct was restored and made into a single line to limit the load to one train crossing at a time. Freight trains can occasionally be seen waiting for a passenger train to pass over it.

The Learning in Limestone Country team at the Yorkshire Dales Millennium Trust, in partnership with the Yorkshire Dales National Park Authority and Natural England, have produced a series of three Ribblehead Triangle Walks. They are available from YDMT website and can be downloaded for free in PDF.

Walk 3 covers the Ribblehead Viaduct and the Navvies. It includes many of the main features of the area and gives a full description of them. It is also illustrated with photographs and includes maps.
Above: The Ribblehead railway station, now a visitor centre. It is a single-storey structure with a pair of gables, a porch, and two tall chimneys with distinctive windows facing the platform. The station also has a wing attached to one side. To the right of the station can be seen the bleak landscape.

After crossing the curved Ribblehead Viaduct the train arrives at Ribblehead railway station, which is situated in one of the most beautiful areas on the Settle to Carlisle line. It is surrounded by the Three Peaks of the Yorkshire Dales: Pen-y-Ghent, Ingleborough and Whernside. However, the station is remote and in a location that is sparsely populated. The only habitable building in view is the Station Inn and the nearest farms and house are miles away. The only reason why the Midland Railway built a station at Ribblehead was because the landowners and local communities demanded their own local station, to serve their needs, as part of the price the Midland Railway had to pay to build its direct route to Scotland across their land. This was an important consideration because at that time roads were generally poor and there were no motor vehicles. The advent of the railway to small widely separated communities in these parts had the potential to revolutionise transport and travel for the people living there. The only alternatives for travel were on horseback, horse and cart or on foot. The station did not only serve passengers, it also transported livestock to market in a matter of hours, as opposed to being herded to market on foot, which was the case before the arrival of the railway. Remains of a former cattle dock may be seen at the eastern end of the platform. Nevertheless, Ribblehead was never, even at the time of building, going to attract large volumes of passengers.

The Ribblehead railway station was one of the smaller buildings owing to the sparsely populated location. It was designed by John Holloway Sanders, and is of the style known as ‘Derby Gothic’. This was a Midland Railway house style used at various places on the line. There were three styles of buildings; the Ribblehead station was type C, the smallest with a wing at one side.

On alternate Sundays, the Station Booking Hall co-functioned as a church for those who lived in these remote parts. In 1880 Baptisms were taken at these services. After a lapse of many years, services were revived for once a month. But these monthly services at the station were short-lived and soon abandoned. In the late 1950s Ribblehead Station served as a meteorological station, with the stationmaster transmitting coded reports to the Air Ministry.
By the 1970s the station building on the southbound platform was derelict and closed to passengers. The northbound platform was demolished, including its waiting shelter and signal box, to make way for a new quarry siding owned by the Ribblehead Quarries.

The quarry was worked from 1895 to 1998 and is now managed by Natural England as a nature reserve. The main railway station building was re-opened in 1986 by British Rail with only the southbound platform. A new timber built platform, including a stone built waiting shelter, was constructed further to the south of the original and was completed and opened in 1993. The new shelter on the northbound platform was of a nonstandard design. Access to the northbound platform is by way of foot, using an unmanned level crossing situated at the north end of the station.

Right: The new northbound platform with a stone waiting shelter and the foot railway level crossing

In 1999 the Settle and Carlisle Railway Trust acquired the Ribblehead Station building on a 125 year lease and began restoring and refurbishing the building. The Trust converted the former Booking Office and Booking Hall into a Visitor Centre with a small shop in the former Porters’ Room which opened in June 2000.

The Visitor Centre has a display of information panels detailing the history and development of the line in the Ribblehead area, and is normally open 7 days a week from 10.30 until 3.30, staffed by volunteers. Refreshments are also available.

The stationmasters’ houses were not only built to counteract the lack of accommodation at more isolated stations, but also to secure the loyalty of the stationmaster and maintain an unbroken corporate presence.

Left: The Ribblehead station with signal box and waiting shelter on the northbound platform in about 1915. The foot railway level crossing (known as Barrow Crossing), can be seen at the bottom of the photograph. Standing on the southbound platform are the Midland railway staff.

Right: A closer view of the new waiting shelter on the northbound platform

Left: An old photograph of the stationmaster’s house at Ribblehead. It was built in 1875 by the Midland Railway

The stationmaster’s house at Ribblehead became redundant in 1967 when the station became an unstaffed halt. The building was subsequently sold and became a private house. In 1985 the building changed hands and became a base for outdoor activities for pupils of a school in Lytham, Lancashire.

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When the Settle and Carlisle Railway Trust acquired the Ribblehead Station building in 1999 they also took an interest in the station master’s house. The Trust purchased the house from the school and restored the exterior to its original condition and fitted out the interior with high quality living accommodation.

The Station Master’s House at Ribblehead offers excellent self-catering accommodation for up to six people.

Left: The Station Master’s House at Ribblehead. On the right the Ribblehead Viaduct can be seen in the distance and the Station Inn at the at the end of the road

Horton-in-Ribblesdale

The next stop along the line is Horton-in-Ribblesdale, which takes about 6 minutes by train. It gives long scenic views across hills and dales. The railway station at Horton-in-Ribblesdale is also small and an example of Sanders’s Type C design of the Midland Railway house style. The type of station (large, medium or small) was determined by the expected passenger use when the Settle & Carlisle was built in the 19th century.

The station lost its passenger service on 4 May 1970, but reopened in July 1986, along with several other local stations on the line under British Rail. In August 2002 the Settle and Carlisle Railway Trust acquired the station building on a 125 year lease similar to that at Ribblehead and it was restored to its former glory in 2003. The work involved restoring and refurbishing the building, including many original features, to a high standard, creating office accommodation, a community room and improved passenger waiting facilities. Some of the rooms are now rented out for business use. Waiting rooms are available on both platforms for passengers.

Left: The Horton-in-Ribblesdale railway station now converted into an office

It is a single-storey structure with a pair of gables, a porch, and two tall chimneys with distinctive windows facing the platform. Unlike the Ribblehead railway station it does not have a wing attached to one side

Right: This photograph shows the stone built passenger waiting shelter on the southbound platform
Above: Sign on the southbound platform, with an illustrated welcoming poster in front of a flower bed, and just behind can be seen the station-master’s house. On the platform a ‘Hump’ has been created, which provides a raised platform, improving access onto and off trains, which can be seen at the bottom of the photograph.

In the 1950s and 1960s, under stationmaster Taylor, Horton-in-Ribblesdale won the Best Kept Station award for seventeen consecutive years. Its beautifully kept gardens are now maintained by a volunteer gardener. A sign on the southbound platform shows the altitude at 855 in feet and distances to London and Carlisle, 65 miles and 242 miles. In between is an illustrated welcoming poster to the Yorkshire Dales.

The station-master’s house is situated below the carpark, a little lower down and more sheltered. In style it is similar to the station itself, but a simple rectangular two-storey detached building with slate roofs and overhanging eaves. It is now privately owned.

Left: The former station-master’s house at Horton-in-Ribblesdale. To the left, in the background can be seen the station.

Right: Pen-y-Ghent from the Horton-in-Ribblesdale Railway Station.

Although the Horton-in-Ribblesdale railway station is unstaffed, it is well used by all those who wish to access the small village and the famous Three Peaks. The village is situated in the Yorkshire Dales National Park and is only a short walk from the station. The River Ribble runs through the village which is under Pen-y-Ghent, the lowest of the three peaks.

Horton-in-Ribblesdale is the traditional starting and finishing point, for the Three Peaks walk. Although there are also other routes: The Pennine Way, Ribble Way and Dales Highway, along with countless other individual paths and rights of way. Being within the limestone area of the Yorkshire Dales, the region is also popular for caving and potholing, with Alum Pot and the Long Churn cave system just to the north of the village, and Hull Pot and Hunt Pot on the western side of Pen-y-Ghent.
The Three Peaks walk is a 24 mile (38.6 Kilometres) circuit that includes the summits of Pen-y-Ghent 2,277 feet (694 metres), Whernside 2,415 feet (736 metres), and Ingleborough 2,372 feet (723 metres). Collectively they are known as the Three Peaks. The “Pen-y-Ghent Café” in the village has been the starting point of the Three Peaks Walk for many people over the years. The café has a unique clocking system for walkers. Before starting the journey walkers obtain a card and get it time stamped by an antique clock. Those completing the journey within 12 hours are eligible for membership of the Café’s ‘Three Peaks of Yorkshire Club’.

Right: Map outlining the Three Peaks Walk in red

Above: The Pen-y-Ghent Café and Tourist Information centre

Also worth a visit is the church in the village dedicated to St. Oswald. It was built in the early 12th century and stands in the shadow of Pen-y-Ghent. The church is a Grade I listed building which has many interesting features, including a complete Norman nave, doorway with a decorated chevron and dog-tooth arch, and a heavy stone tub-shaped font with herringbone pattern decoration. The square tower with embattled parapets was built in the 15th century. The church is open every day and visitors are welcome.

Left: St. Oswald church, Horton-in-Ribblesdale

Right: Norman arch decorated chevron and dog-tooth
Heading south towards the next station, on the Settle to Carlisle Railway, is the town of Settle which takes approximately 9 minutes to travel to. It is downhill all the way to Settle with a descent of 1 in 100. In some places, the railway follows the River Ribble, which is first on one side, then on the other. The line soon crosses the viaduct at Helwith Bridge. This area is known for its quarrying operations which at their peak of activity in Victorian times produced slate and limestone. Just north of the viaduct was the former Helwith Bridge signal box and opposite were quarry sidings, a few traces of which still remain. Quarrying is still carried out at nearby Arcow Quarry and it was the comedian Mike Harding who aptly said, “They are taking away the Yorkshire Dales in lorries bit by bit!”

Above: Helwith Bridge viaduct crossing over the River Ribble. Pen-y-Ghent can be seen in the background.

The line crosses two viaducts over the River Ribble in close proximity. The first one is named Little Viaduct sometimes called Ribble Viaduct the second viaduct is named Sheriff Brow. Between Helwith Bridge and Sherwood Brow is where the engineers had to build the line on the river bed and divert the course of the river. The line goes through the Stainforth Gorge, which is narrow with scars on its eastern side. The gorge was created during the last ice age when the River Ribble’s previous path was blocked, so it forced a new way out to drain into sea.

Left: This map shows a walking route in blue dots and the railway line from Horton-in-Ribblesdale to Settle.
Sheriff Brow viaduct spans the River Ribble, which is easily seen from the road.

The line passes the small village of Stainforth on the left, which is not served by the train. Stainforth is most famous for its magnificent waterfall, the Stainforth Force which is on the River Ribble.

The views above the Force are excellent, with Pen-y-Ghent and Ingleborough clearly outlined. In autumn, Atlantic salmon can been seen leaping the three levels of the falls on their way to their spawning grounds.

After passing Stainforth village the line enters the Stainforth Tunnel, also known as Taitlands Tunnel and which is only 120 yards (109 metres) in length. It is the first tunnel on the line out of Settle and goes under the main Settle to Ribblehead road and the grounds of Taitlands house and gardens, which is now a Hotel.

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The train is approaching Langcliffe village across the Langcliffe embankment, with Giggleswick Scar on the left and Langcliffe Scar on the right.

The line runs along the Langcliffe embankment and passes the village of Langcliffe on the left which is just on the outskirts of Settle.

Coming into Settle, the line crosses the Settle Church Viaduct, past Settle Parish Church and graveyard on the left, and then across the Marshfield Viaduct arriving at Settle Railway Station.

The Settle Railway Station was opened on 1 May 1876 and is the start of the Settle-Carlisle Line. It was one of three stations which originally served Settle, the other two were Settle (Old) renamed Giggleswick in 1877 and Settle Junction which closed in 1877. The station forms part of what was formerly a much larger complex including a goods shed, weigh office, sidings, cattle dock, signal box and water tank. Goods facilities were withdrawn in 1970. Today the water tank and Station Master’s house are privately owned.

Above: The main building of the Settle Railway Station on the southbound platform. It has a range of facilities available including a waiting room, booking office and booking hall, a souvenir shop and toilets. To the far left on the platform is the former Station Master’s house, now a private residence.
There is a sign at the entrance to the Settle station welcoming passengers to '72 miles of scenic splendour'. The Settle railway station is the largest type on the Settle-Carlisle Line. The Midland Railway also built large stations on the line at Appleby and Kirkby Stephen. The station has a waiting room, booking office and booking hall, a souvenir shop and toilets.

On the northbound platform there is a period stone-built waiting room. The platforms are linked by an ex-North British Railway footbridge that was formerly located at Drem station in East Lothian until electrification of the ECML made it redundant. It was then dismantled and re-erected at Settle in 1993 to allow the old foot crossing at the north end of the station to be taken out of regular use.

Above: The stone-built waiting room on the northbound platform and footbridge connecting the platforms

The former Station Master’s house at Settle station is situated at the northern end of the south platform. Like most other former Station Master's houses, the one at Settle is now a private residence which has been converted into a bed and breakfast establishment.

Left: The former Station Master’s house

Right: Settle signal box

The signal box is located behind the southbound platform. It was opened on the 12th of April 1891 and was closed for operational purposes on the 13th of May 1984. The signal box lay derelict for more than a decade and is still owned by Network Rail, who gave it to the Friends of the Settle-Carlisle Line ‘on a long-term loan’ in June 1997, with the proviso that the structure be re-sited and restored. The Settle Station Signal Box is now run as a small working museum and is open to visitors on most Saturdays.
Settle Station Water Tower was one of eight watering locations for steam locomotives on the Settle-Carlisle railway line and is the only survivor of the steam age. Water Towers were once a familiar feature on the Settle-Carlisle line. Their function was to store water to enable steam locomotives to fill up their tenders quickly. The large water tank at Garsdale was identical in size to Settle’s and was demolished in 1971. The Settle tank held 43,000 gallons, about 150 tons of water, sufficient to supply the water needs to eight of the largest locomotives without it needing to be replenished. The tower served water cranes on the north and south platforms at Settle Station.

During 2011 the 1876 grade II listed Water Tower was restored and converted into a one-bedroomed private home, retaining all of its original features. The work was televised for Channel 4’s Restoration Man series.

Settle railway station serves the town of Settle in North Yorkshire. It is situated at the southern end of the Settle-Carlisle Line 41.5 miles (66.7 Kilometres) north of Leeds, and 72 miles (115.8 Kilometres) from Carlisle.

When the line was run by British Railways they produced a picturesque poster promoting rail travel to the Yorkshire Dales along the Settle-Carlisle Line. It depicts the village of Stainforth in the Yorkshire Dales, with the country lane, Goat Scar Lane, winding between dry stone walls and houses, and hills, including Smearsett Scar, in the distance. It is titled ‘Ribblesdale, North West Yorkshire’, with a by-line ‘Go in comfort by train to Settle, Giggleswick or Horton-in-Ribblesdale stations’. A description of the poster is added to the right ‘Ribblesdale, among the Pennine Fells, is remarkable for the beauty of its moorland and mountain scenery, its waterfalls and its interesting caves and potholes’. At the bottom right is the British Railways logo in black and it is dated 1959 by artist John A. Greene.
Settle – the start of the Settle–Carlisle Railway line

Settle is situated in North Yorkshire and has been a historic market town since 1249, surrounded by delightful villages. It is overlooked by Castlebergh, a 300 feet (91 metres) limestone crag, and to the east is the village of Malham which is famous for Malham Tarn. It is known as the starting point of the Settle-Carlisle Railway and the gateway to the Three Peaks.

The surrounding limestone landscape is amongst some of the most picturesque scenery in the Yorkshire Dales with dry stone walls, meadows, scars, peaks, field barns, waterfalls, rivers, caves and potholes. Settle is the perfect base to enjoy fell walking, riding, cycling, caving or just sight-seeing. The region has several caves where prehistoric remains have been found, the most famous being Victoria Cave, so called because the inner chamber was discovered in 1837 on the day of Queen Victoria’s accession. The Craven Museum and Gallery in Skipton has an exhibition of some of the finds excavated in the cave.

The 17th century Shambles which is a three storey building, with shops on two levels and houses above dominates the town of Settle. Opposite market square is ‘The Naked Man’ which is believed to be the oldest cafe in the country.

Near the town centre is ‘The Folly’ which is a 17th century Grade I listed building. It is home to the Museum of North Craven Life and features seasonal temporary exhibitions and permanent displays, including one for the Settle to Carlisle Railway.

Left: ‘The Naked Man’ Settle, which is believed to be the oldest café in the country.

Right: Front of the Folly, Settle showing the 17th century façade
The journey time from Settle to Carlisle on the train, is around 1 hour and 45 minutes for the 72 miles (115.8 kilometres). Regular trains are diesel powered but all steam trains on the railway, such as the Fellsman are run by private charter companies.

The 11 stations on the line, with the exception of Carlisle, were designed by John Holloway Sanders, company architect for the Midland Railway. They are all of the same design, nicknamed Derby Gothic. The stations are painted with the maroon and cream colours of the Midland Railway and built with whatever stone was available locally.

From south to north the stations are: Settle, Horton-in-Ribblesdale, Ribblehead, Dent, Garsdale, Kirkby Stephen, Appleby, Langwathby, Lazonby & Kirkoswald, Armathwaite and Carlisle. Between Settle and Carlisle there are 14 tunnels and over 20 viaducts.

In 2015 and 2016 a land slip north of Armathwaite caused the closure of the line between Appleby and Carlisle. A major engineering project is underway and it is anticipated that this section of the line will be opened again in 2017.

*Right: The Flying Scotsman over the Ribblehead Viaduct on February 6, 2016. This was its first journey since undergoing a £4.2m decade-long restoration.*

Photograph by Iain Taylor
Some Yorkshire Recipes – and stories associated with them

By Margaret Mills

“I called Betsy from the kitchen, and sent her next door to the greengrocer’s for a quarter of a pound of butter. “You might go across to the baker’s too,” I whispered, when I got her into the passage, “and ask if they've any fresh-baked fat rascals” (from the short story “Mother’s First Lodger”, written by Charles Dickens, published in his periodical “All The Year Round”, June 1859).

Like many other counties, Yorkshire has a rich ‘food heritage’, and not least of all from the county’s industrial past. The Industrial Revolution caused an unprecedented expansion in the number of mills, mines and businesses of all kinds providing employment opportunities for people from all over the country, who travelled to the expanding industrial districts of the North in search of work.

Although 19th century workers flocking into the towns from agricultural districts brought with them the traditions and customs of the countryside, they would find town life very different. There was a whole new way of working: people now worked to a strictly regimented routine, clocking on and off as required by the demands of the factory system, and long hours were common, especially at times of peak demand. They could no longer rely on home produced food, and this meant that workers were dependent on what they could obtain in town shops. Wages fluctuated and it was common for the whole family to seek employment in the mills, in order to make ends meet. A result was that ‘one pot’ cooking became more common, with the pot of stew, (often containing more vegetables than meat), left to cook on the hob, ready for when the workers returned in the evening.

The mill-owners, manufacturers and businessmen who enjoyed the prosperity brought by the growth of trade, would enjoy more elaborate and costly meals prepared by their own cook. A glance at the ‘Dinners and Dining’ pages in “Mrs Beeton’s Household Management”, the 19th century’s best-selling domestic manual, will reveal the elaborate dinners enjoyed by the middle and upper classes.
The Yorkshire Christmas Pie

A dish that only the wealthy would be able to afford was Yorkshire Christmas Pie, which used items of poultry placed one inside the other and then baked for hours. This pie is said to date back some 250 years at least, and there are some earlier indications that the Romans indulged in this dish. Certainly the pie was looked on as a status symbol, and a visible testament to the wealth and social standing of those rich enough to partake.

Perhaps the earliest documented mention of the pie comes from Hannah Glasse in her popular book, “The Art of Cookery”, published in 1740. Mentioned again in “The Lady” magazine of 1843, and by Charles E. Francatelli, one-time chef to Queen Victoria, in his 1846 book “The Modern Cook”, it is also said to have been served at grand Christmas and New Year banquets in Harewood House and in London. In her book, Glasse uses a turkey, a goose, a partridge and a pigeon, although recipes are recorded where some 16 fowl are used for the multi-bird pie, making Glasse’s recipe appear relatively modest by comparison!

Anyone making a Yorkshire Christmas Pie according to Glasse’s recipe will need to prepare in advance enough shortcrust pastry to encase the birds in a pastry shell, including a thick pastry lid on top. To prepare the pie filling, begin with the largest fowl, which needs to be boned, opened out and seasoned. Repeat the procedure for all the remaining birds, with each one inserted in the body cavity of the previous bird in order of size (starting with the largest bird and in descending order). Glasse recommends putting at least 4 pounds of butter inside the pie, while other recipes simply tell you to brush the outside skin with butter: some recipes recommend that a savoury stuffing or sausage meat should also be inserted, to add extra flavour. The carcass should then be sewn up with butcher’s twine, to make it look like one whole bird, before using the pastry as a shell to completely encase the meat. Glasse recommends baking the pie for about 4 hours in a hot oven. She notes that the pastry case is not normally eaten, but simply used as a container for the meat.
Breakfast Scones

The recipe for Breakfast Scones was given to me by a Yorkshire acquaintance, and the recipe had been passed down several generations of the family, originating sometime in the 19th century. The tradition is that these scones were eaten as a substantial breakfast meal, to cater for those who would be working hard all day in the factories or on farms, but the scones can be eaten as a teatime delicacy, with either a sweet or savoury filling.

The Recipe

10 ozs. plain flour
4 oz. suet
1 ½ ozs lard
pinch of salt
½ teaspoon of sugar
½ oz dried or fresh yeast
Milk (warm) to mix

Mix sieved flour with pinch of salt and then rub in the lard. Stir in the suet.

Put the yeast in a bowl with 4-5 tablespoons of warm milk and the sugar. Leave in a warm spot until it bubbles.

Pour the yeast mixture into the dry ingredients – mix well to make into a soft and pliable dough (you can add more milk, if necessary).

Place the scone dough in a buttered dish, cover it with a clean cloth and leave in a warm place for 30-35 minutes to rise.

Divide up the dough, shaping into 5 rounds. Place in a greased baking tin, cover and leave for another 20-25 minutes before baking in a hot oven until golden brown. Scones can be eaten hot or cold.

Fat Rascals

What about Fat Rascals? The quotation at the head of this article is dated 1859, but many believe that the buns (or scones, tea bread or cakes, the jury’s out on how to describe them) were known at least 50 years before this. How they came to be associated with Yorkshire is unclear, but the name appears in the 1855 “Glossary of Yorkshire Words and Phrases Collected in Whitby and the Neighbourhood” and one theory is that fat rascals came about simply because they were found to be a convenient way to use up leftover dough. Again, there are variations in different recipes for this delicacy.
The Recipe

150g sieved plain flour
150g sieved self-raising flour
1 teaspoon baking powder
125g cold butter, cubed
100g caster sugar
Grated zest of 1 orange and 1 lemon
150g dried mixed fruit
1 teaspoon ground cinnamon
1 large egg, lightly beaten
4 to 5 tablespoons milk
Egg yolk to glaze
Almonds and/or cherries to decorate

Oven heated to 200C/400F, gas mark 6

Sieve both lots of flour and the baking powder into a bowl. Rub the butter into the flour until mixture resembles breadcrumbs. Add the sugar, grated zest and dried fruit. Mix well. Add beaten egg and sufficient milk to make mixture into soft dough. Form the mixture into about 6 rounds, about ¾” deep. Mix the egg yolk and water together to make a glaze, and brush over the rounds. Decorate with almonds and cherries. Place on a greased baking tray and bake for about 15 minutes until golden brown – remove from oven and allow to cool. Serve with butter.

Yorkshire Oatcakes

At the turn of the nineteenth century, oatcakes were considered the staple diet of the majority of Yorkshire’s working population. Before 1852 the Duke of Wellington’s Regiment stationed in Halifax 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.

The full article on ‘Yorkshire Oatcakes’ by Sarah Harrison is published in the spring edition 2013 of TYJ which can be download for free on our website.
Goathland - before Aidensfield -
the fictional village in Heartbeat’s television series

By Sarah Harrison and Stephen Riley

Long before the small village of Goathland became Aidensfield for the television series Heartbeat, which is set in the 1960s, it was virtually unknown.

Left: Goathland village green in the 1950s

In the nineteenth century the occasional visitor was looked upon as an intruder and the approach before cars was by rail through the idyllic and picturesque woodland of Newtondale from Pickering. The Railway from Whitby to Pickering was opened in 1836, and was one of the early lines built by George Stephenson. In the early days the railway was used by horse-drawn carriages. One stretch between Beck Hole and Goathland was too steep for this, and the carriages were winched by a stationary engine. In 1845, the railway was acquired by George Hudson the railway tycoon who was the director of the North Midland Railway, later becoming chairman of the York and North Midland Railway. Steam locomotives were introduced after re-engineering the line, which involved wide scale improvements in new bridges and a tunnel. Permanent stations and other structures were also built along the line which still remains today.

Steam trains still had to negotiate the Beck Hole incline a 1 in 15 slope which was re-equipped with a steam powered stationary engine and iron rope. It remained in use until a fatal accident in 1864 when the rope snapped prompting the re-routing of the line to avoid the Beck Hole Incline. In 1865 a four-and-a-half mile diversion route to the new Goathland station was opened, which cost £50,000.

In 1923 the North Eastern Railway (NER), was absorbed into the London and North Eastern Railway (LNER) as a result of the Railways Act 1921. In 1948 nationalisation meant that British Railways took control and during this time, little changed on the line. However, in his controversial report, Dr. Beeching declared that the Whitby-Pickering line was uneconomic and listed it for closure, which took place in 1965 after 130 years of service.

Right: Goathland Railway Station

In 1967, the North Yorkshire Moors Railway Preservation Society was formed, and negotiations began for the purchase of the line. During the early seventies the Society transformed itself into a Charitable Trust and became the North York Moors Historical Railway Trust Ltd. Purchase of the line was completed and the railway was able to reopen in 1973, just eight years after the line had been closed, and named the North Yorkshire Moors Railway. The Duchess of Kent officially opened the North Yorkshire Moors Railway on May 1, 1973.
Goathland is situated in the North York Moors national park about 13.5 miles (22 kilometres) north of Pickering and 8.5 miles (14 kilometres) south-west of Whitby off the A169 road. The village is surrounded by open moorland, and farms. During late summer, the heather turns a vivid purple as far as the eye can see, and its honey-like smell fills the air.

Goathland multi views including St Mary’s Church and the village green in the 1950s

The tame black faced sheep have a common right to graze on the village green and surrounding moorland that goes back in time for hundreds of years. The shepherd and his sheep dogs can be seen almost daily, rounding up the sheep in the village, and driving them back up onto the moors, where they turn round and make their way back into the village. Until the 1950s, Goathland’s village green formed part of a 9-hole golf course with several of the drives crossing the quiet village roads.

Today Goathland has a population of around 450 and still has its own village Post Office, a village school, and several village pubs. Glendale House is a small bed and breakfast hotel right in the centre of the village. Normally Goathland would not be singled out as an attractive village and would definitely not justify the large number of tourists that visit the village throughout the summer months. That is if it were not famous as Aidensfield, the 1960s setting for the popular ITV police series Heartbeat. Apart from the tourist attractions there are several waterfalls around Goathland, the most well-known are the Mallyan Spout, Water Ark, and Thomason Foss. There are also interesting walks in virtually every direction, all of which have stunning scenery. It is worth noting, that no matter how busy it gets around the shops in the village, the walks, the waterfalls, and the moors, are still as quiet as they ever were, and after 5.30pm, 365 days of the year the whole village is quiet too.

In fact the cascading waterfall of Mallyan Spout helped put Goathland on the map as a tourist village in the nineteenth century. The railway line from Pickering to Whitby brought the moors within easy reach of visitors and hikers. This is why posters promoting rail travel to the Yorkshire Moors were designed.

The railway poster on the right is of Mallyan Spout waterfall in monochrome, which does not show its real beauty. The outline of a man wearing a flat cap is standing leaning against the rocks admiring the waterfall. This poster is titled ‘Yorkshire Moors’ by LNER. Below the title it reads ‘Mallyan Spout, Goathland’ and is dated c1930 by Tom Purvis

The water cascading from Mallyan Spout rises from springs in the moorland above Goathland. It finds the easiest route downhill until it meets New Wath Scar. This deep ravine was cut by the flowing water of West Beck, which over thousands of years has eroded a path through the sandstone. At Mallyan Spout the sides of the ravine are 70 feet high and almost vertical. Water draining from the moors has no option but to tumble over the edge forming a towering waterfall. It is even more spectacular after rain but the wet rocks can be treacherous under foot.
To see the spectacular Mallyan Spout, that once charmed Victorian visitors, there is a short three mile circular route from the village which descends into the wooded valley of West Beck before returning along part of the track of the original Whitby to Pickering railway line to Beck Hole on the way back to Goathland.

1. This walk starts from the main car park in Goathland, on the north side of the main road through Goathland. Cross over the road, and turn right. This is the tourist section of the village, containing most of the gift shops and tea rooms.

2. At the Beck Hole junction follow the road around to the left (signposted ‘Church, Mallyan Spout’).

3. At the southern end of the village is St Mary’s Church and across the road is the Mallyan Spout Hotel named after the nearby waterfall. Turn right (through a gate) down the side of the Mallyan Spout Hotel, signposted ‘Footpath Mallyan Spout’, and descend into the woods.

4. At the bottom of the descent is West Beck. Turn left and follow the path that leads upstream to Mallyan Spout. The waterfall can be seen by following the stream’s edge for a short way, it is a rocky scramble and should only be attempted by the sure-footed. This is a charming waterfall set in a wooded gorge.

5. From Mallyan Spout return back along the side of the West Beck and follow the boardwalk (signposted to ‘Beck Hole’) through the woodland. Keep to the path as it crosses the fields and climbs high above the valley, before descending again.

6. The gorge of the West Beck opens out as it approaches Beck Hole which is a lovely quiet place. Next to the bridge at Beck Hole is Birch Hall Inn. The cosy pub is on one side of the building with a sweet shop on the other. The Birch Hall Inn has a beer garden at the rear situated next to Eller Beck and its stunning gorge. In Victorian times Beck Hole was famous for its many orchards. Visitors would come from miles around to enjoy the walks and waterfalls and take tea beneath the apple trees. Return to Goathland along the course of the original abandoned Whitby to Pickering rope-worked railway line.
Above: This photograph is dated c1910, showing the rough road through Beck Hole

Right: Beck Hole today showing the same view as above

1. Cross the road and continue up the path.
2. At the road, turn right and return to the car park.

Left: Ancient Monument signpost for the Roman Road

In some of the Heartbeat programmes the Ancient Monument signpost for the Roman Road is featured. The exposed section of the Roman Road runs just over 1 mile (1.6 kilometres) along the eastern slope of the Wheeldale moor. The road itself is easy to make out and still has its hard core and drainage ditches, but large parts have been covered by encroaching moorland. Recent investigations suggest that it could be medieval, or that it might not be a road at all, but a much modified Neolithic or early Bronze Age boundary feature. Various theories have been put forward to explain the purpose of this road. If Roman it could be associated with the Roman Cawthorn Camps on the south side of the moors, the Roman fort at Malton, the Roman fort on Lease Rigg between the valleys of the rivers Esk and Murk Esk, a supposed early Roman fort near or north of Whitby, and the late 4th-century signal stations on the Yorkshire coast. Whatever its purpose the location on Wheeldale has magnificent views over the surrounding moors.

The Roman Road is known as Wade’s Causeway, which has been derived from a local legend that it was built by the giant Wade so that his wife, Bel, could take her sheep to their pasture more easily. Another version says that the road linked Wade’s home at Mulgrave Castle with his wife’s home at Pickering.

Right: Roman Road on Wheeldale Moor. Photograph by Richard Barron
Postcards of Goathland dating from the 1940s
Goathland Railway Station, it opened in 1865 and little has changed since it was built.
A. J. Brown – Yorkshire’s Tramping Author

By John A. White

Nowhere else in the world does a man realise how small and inarticulate he is as on a high and lonely moor. A. J. Brown (1894-1969).

Left: A. J. Brown a Yorkshire Countryman

Alfred John Brown, known simply as ‘AJ’ to his readers, was one of the most popular and widely read authors about the Yorkshire Dales, and indeed the whole of Yorkshire. He influenced generations of Dales lovers and walkers, and demonstrated an encyclopaedic knowledge of ‘God’s Own County’ as it was in the 1930s, 40s and 50s. Yorkshire ramblers owed a great deal to the descriptive accounts of his walking experiences in his tramping books, but these could be enjoyed as much by the fireside, since he had the rare gift of making his readers feel they were tramping alongside him. However he also wrote an anthology of Yorkshire, four personal stories, two novels and a book of poetry, although there was far more to the man than just his tramping adventures and his literary endeavours.

Alfred was born in Bradford on 21st August 1894 and in his early years he developed a love of the countryside by walking with his father from Shipley Glen to Ilkley, and exploring the local moors with his elder brother while on holidays near Baildon. He also roamed around the Brontë Moors after being captivated by the descriptions of the wild moorlands by the famous author sisters. These experiences laid the foundations of his later formidable exploits throughout the county, in which he was never happier than when tramping up to 30 miles a day over the dales he loved and pronouncing judgement on the views, routes and the folk he met. But all of this occurred after his transition from wide-eyed adolescent to the harsh realities of adulthood.

Right: The wild Yorkshire moors that inspired A. J. Brown for most of his life

As a youth he turned his back on formal education at the age of 14 and left St. Bede’s Grammar School to work as a ‘tally boy’ in the Bradford wholesale fruit and vegetable market, then as a ticket clerk at the Exchange Railway Station, much to the disapproval of his parents. However, under his father’s influence, he became a wool trade trainee and continued his education at night school, before he made rapid progress at work and eventually established a long and successful career in the wool business.

In WW1 Alfred enlisted as a gunner in the 2/2nd West Riding Brigade of the Royal Field Artillery, but before being sent to France he contracted diphtheria and was medically discharged in 1916 with post-diphtheria paralysis. It took him almost six years before he fully recovered, largely by self-rehabilitation and he avowed that “walking was my cure and salvation”. During his confinement he developed a love of poetry and classical literature, which was to be a lifelong interest and led to the establishment of a secondary writing career.
Upon his return to work Alfred was soon promoted to foreign sales manager, which involved European travel with the need to become fluent in German and French, and resulted in his first privately-published book, *A Joyous Entry into a Brighter Belgium* (1923), which described a small country with grand ideas after the war. This was followed by his first novel, *The Lean Years* (1926), written under his pen-name Julian Laverack, which was a semi-autobiographical story dealing with his recovery from illness and life in the wool trade.

The underlying romantic theme of the book led to the speculation that the workplace fiancée character was based upon his wife, whom Alfred had met on a pilgrimage to Rome in 1925. Subsequently he married Marie-Eugénie Bull, the half-French daughter of a Bradford wool merchant, at St. Patrick’s RC Church, Bradford in September 1927. Their honeymoon involved a brief tour of Yorkshire with visits to York and Whitby, but was mostly spent in the dales at Alfred’s favourite moorland hosteries of the Tan Hill Inn, above Arkengarthdale and the Cat Hole Inn (now a private residence), in Keld, where Alfred had often found refuge on his many tramps around Swaledale.
The happy couple started their new life in one of Alfred’s favourite dales, Burley-in-Wharfedale, where they bought a house and brought up their three daughters and two sons, but before the arrival of their first born, Alfred completed his first ‘Yorkshire’ book, *Four Boon Fellows - A Yorkshire Tramping Odyssey* (1928). This was a rollicking, jocular extravaganza, written in dialogue form, which vividly described a 100 mile Easter weekend tramp from Barnard Castle to Ilkley made by four friends in the early 1920s. Importantly it was this book which first brought Alfred to the attention of readers throughout the shire and made him something of a cult figure.

*Right: This old photograph shows The Hermit Inn at Burley Woodhead, once one of Alfred’s favourite hostelries*

The story of *The Hermit of Rombalds Moor* by Susan Horton has been published in the journal *(TYJ Spring 2015)*

During his early married years, Alfred had to juggle family life with that of a demanding business life, but he still managed to engage in his twin passions of walking and writing about his experiences. This suggested that he had remarkable reserves of energy, but only at the expense of being a businessman by day and writer by night, an unconventional arrangement that yielded impressive results. He had begun writing by offering short sketches of his rambles to various country magazines, before he was enticed by Country Life Books to produce a fuller account of his exploits in book form, which then opened the floodgates for his literary outpourings.

The outcome was the highly acclaimed and widely acknowledged Yorkshire tramping trilogy: *Moorland Tramping in West Yorkshire* (1931), *Tramping in Yorkshire (North and East)* (1932) and the combined edition *Striding Through Yorkshire* (1938), which was his most successful book selling over 20,000 copies. And yet while he received plaudits from reviewers for these works that established him as the leading topographical writer at the time, he was especially pleased to be lauded as a ‘Moorpoke’ - a term conferred upon him by an old shepherd friend to describe someone at ease in wild moorlands who was able to find his way around such desolate landscapes.

During the early 1930s Alfred became involved in the West Riding Ramblers’ Federation and was President intermittently for over 15 years. He was one of 13 ‘consuls’ appointed by the W.R.R.F. in pursuance of their plan to survey the footpaths of the Riding to preserve the lesser-known ones from extinction when the Rights of Way Act came into force in 1934. Alfred was also appointed first President of the Fellowship of Fell Walkers and strove to encourage others to sample the delights of Yorkshire’s fells. Later he served on the North Riding Committee of the Yorkshire Dales National Park as a ministerially-appointed member, and was a leading advocate for maintaining the right to roam in remote areas. At a public enquiry into access to North Yorkshire’s Fylingdales Moor after it had been requisitioned for military training, he represented the Ramblers’ Association and helped preserve the established rights of access.
Notwithstanding the constant call of the wild moors, Alfred had to fulfil his extensive business travels in Europe as WW2 approached, and he came face to face with the threats posed by Nazi Germany. He witnessed the German annexation of Austria in Vienna in 1938, the propaganda attempts by Joseph Goebbels to woo Greece into a pro-German alliance in Athens, and later that year he assisted Viennese Jewish business colleagues to gain exit visas to flee the ensuing Holocaust. Then in August 1939, he and his wife were lucky to avoid detention in Germany on a return from a business trip to Lithuania, by boarding one of the last trains to leave Berlin only days before the outbreak of WW2. Soon after Alfred evacuated his family to Blackpool in anticipation of the German bombing offensive of strategic targets in England, while he joined the Burley Local Defence Volunteers.

However this Home Guard role was not enough, he wanted more direct involvement in the war, but in 1940 at age 46 when he enlisted in the RAF, he was too old for active service and he was assigned to the Intelligence Branch. He served at RAF Bomber Command HQ as well as several Bomber Command Stations around the country, planning operational bombing raids by British and Allied forces over Germany, and rose in rank from Flight Officer to Acting Wing Commander at the Air Ministry in London. Sometimes he took part in training flights and once had a lucky escape with a novice Canadian crew when they became lost in low cloud over a northern Pennine valley. As they descended to 500 feet, to way-find by visual landmarks, Alfred recognised the terrain and told the pilot to gain height rapidly to avoid collision with the near 3,000 foot Cross Fell range directly ahead. During his service Alfred developed a close affinity with air crews and ground crews alike, which led to a sensitive tribute to all those involved in the offensive air war in his book, *Ground Staff - (A Personal Record)* (1943), which received a commendation from Air Chief Marshall Sir Arthur ‘Bomber’ Harris.

Alfred's return to ‘Civvy Street’ was easier after this latest conflict, but he relinquished his job in the wool trade to begin a new life as an hotelier in 1945. He and his wife bought and rejuvenated the war-closed Whitfield House Hotel in Darnholm, near Goathland, on the North Yorkshire Moors, to pursue their dream of running a country inn. But how in times of post-war austerity, and without any experience, could a couple of amateurs make a success of a run-down hotel without the utilities of gas, electricity and mains sewerage, and with only acetylene and oil lamps for illumination? The answer was by sheer hard work and belief in their own abilities, and with the help of their daughters and locally hired staff, they made a success of this hugely demanding enterprise. But after six years of toil which took its toll on family life, health and financial stability, they were forced to sell the business and seek a new life.

*Right: Squadron Leader A. J. Brown, in c.1944*

*Left: Whitfield House Hotel, Darnholm, near Goathland in c.1950.*

*Below: A similar view of Whitfield House today. Now a private residence*
Nevertheless Alfred made the most of his hotel experience to fulfil his urge to write. He released his second novel, *Whitaker* (1946) that had gathered dust for some twenty years, which was another story of the wool trade, about an idealistic young man who forsakes the business to win the woman he loves and becomes a successful novelist. He then published two hotel-related books: *I Bought A Hotel* (1949) and *Farewell, High Fell* (1952) that successively detailed the highs and lows of the purchase, operation and selling of the hotel from an insider’s viewpoint, which appealed to both the general public and unusually those in the trade itself. He also privately published his only book of verse, *Poems & Songs* (1949), for his own satisfaction and pleasure. He found time to write two further ‘Yorkshire’ books: a personal anthology of the county that had been ten years in gestation, *Broad Acres - A Yorkshire Miscellany* (1948), and a detailed topographical account of the many attractions of his adopted Riding, *Fair North Riding* (1952). Moreover he followed up these successes with a final piece of work in a specially commissioned guide to a newly established National Park, *The North York Moors National Park Guide Book* (1958).

By this time Alfred and his wife had moved on yet again. Having experienced reasonable success as a ‘Literary Innkeeper’, he was then tempted to try to fulfil his dream of becoming a full time writer. After selling the hotel in 1951, they moved first to London, then York, in order for him to devote a couple of years to try to rejuvenate his penchant for fictional writing. Unfortunately he was unable to regain his former creative talent and the successful novel remained as elusive as ever. Therefore with any further authorship ambitions abandoned, he reluctantly returned to the Bradford wool trade in 1954. Thus his career turned full circle when he became a director of an international cloth supply group with sales duties in Europe and the Middle East. On one such trip Alfred was caught up in the 1958 Iraq Revolution and incarcerated in his hotel, along with the British Ambassador and his staff after the embassy was sacked and burned. They were lucky to escape the fate of some of their fellow guests who were abducted and murdered by rebel forces. Later upon his release and return home, the local Bradford press reported the news: “A.J. Brown Back from Baghdad”, while Alfred merely commented in an interview on ITV news that: “It was just another one of life’s adventures”.

Then in 1960 he established his own freelance cloth sales enterprise, the ‘A. J. Brown Textile Export Agency’, to represent various UK specialist worsted and woollen manufacturers, selling high quality products to German and Austrian clothing manufacturers, which involved extensive business trips. This not only required his wife to endure his long absences each year, but caused him to consider the possibility of retirement in the near future. As a compromise he reduced his travel commitments and together they planned an interim period of semi-retirement.

In 1967 they moved to Sleights, North Yorkshire, where Alfred ran the business with the help of his youngest son who became a junior partner a year later, since it was his intention to hand over the business and retire as soon as possible to resume his walking and writing activities. However fate intervened when Alfred returned home due to illness from a trip to Germany in late 1968 and was diagnosed with terminal cancer.

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He died at home on 4th March 1969, and was buried in St. John the Evangelist churchyard overlooked by the North York Moors that he loved so much. His headstone was inscribed with the words from his own poem, ‘Dales in Paradise’ that reflected his eternal tramping hopes:

“There must be Dales in Paradise, Which you and I will find...”

Left: A. J. Brown’s Headstone with a fitting epitaph for a life-long walking enthusiast

Some of Alfred’s works can still be found in second hand bookshops or via the internet, while facsimiles of his most popular tramping books have been made available by on-line print-to-order services for out of date works. And yet, while his written legacy lives on long after his demise with sporadic references to his works by various writers, until now he has not had the benefit of a formal biography.

In order to rectify this anomaly the present writer has written and self-published a book entitled: The Life and Literary Works of Alfred John Brown, Walker, Writer and Passionate Yorkshireman, which is a limited edition, hard back work, illustrated with photographs and maps. It is available from 30th September 2016, distributed by Smith Settle, Printing & Bookbinding Ltd., Yeadon; priced £15 per copy, plus £3.50 for post and package.

For further information contact John White at whitejam@btopenworld.com or Tracey Thorne at tthorne@smithsettle.com

Above: The front cover of John A. White’s biography of A. J. Brown

Left: A. J. Brown The Young Tramper
The Warwick Revolving Tower at Scarborough

By Jeremy Clark

In the nineteenth century Scarborough’s popularity as a seaside resort led to its expansion which has been highlighted by Peter Wellburn in his ‘In Xanadu… a subterranean pleasure dome’ (TYJ No.1, 2016). As the number of visitors to Scarborough grew so did the attractions designed to keep them amused and to persuade them to keep on coming back. One of these was the short-lived Warwick Revolving Tower erected in 1898. It was situated behind Scarborough Castle on the headland which dominates Scarborough and could clearly be seen from both the South and North Bays.

Left: This 1905 photograph shows South Bay at Scarborough, looking north towards Castle Hill. The tall Warwick Revolving Tower is situated on the horizon between St Mary’s Church and Scarborough Castle. To the left is the Grand Hotel with the beach below populated with holidaymakers being entertained. On the shore and in the sea can be seen a number of bathing machines.

Right: This old postcard was taken from the North Bay looking towards Castle Hill. It shows the Warwick Revolving Tower on the horizon with the castle on the left. The North Bay pleasure pier can be seen below the castle which existed between 1868 and 1905.

Right: This photograph shows a closer view of the Warwick Revolving Tower taken from Scarborough Castle overlooking the North Bay. Below can be seen the 1,000 feet long pleasure pier.

Left: This coloured postcard is dated about 1906 of the Royal Albert Drive. The remains of the entrance building to pier after the 1905 storm are visible, the pier was later demolished. The Warwick Revolving Tower can be seen on the horizon.
The Scarborough Revolving Tower was owned by the Warwick Revolving Tower Company. It was erected and opened to the public in 1898. The tower was hexagonal and latticework in plan, up and down which a base platform moved, powered by a steam engine and partly balanced by counterweights. The passenger platform rotated on tracks in the base platform as it was raised on its steel cable and was powered by electricity generated by a steam engine. This attraction offered ‘stupendous marine views’ from a height of 155 feet and initially was a success.

Although the owners had been supported by shareholders throughout England, the company was in trouble by late 1900 and wound up in 1902. The Scarborough tower lasted until 1907, when it fell into disrepair and became an eyesore.

The Warwick Revolving Tower had attracted controversy since plans were passed for its erection by the council in September 1897. Because of this the Scarborough Council was reluctant to fund its demolition. Consequently a benefactor, Mr Alfred Shuttleworth paid for its removal.
Two views of Pen-y-Ghent, one of famous and the lowest of the three peaks

Photo by Paul Taylor

Pen-y-Ghent in the snow

Pen-y-Ghent in early autumn

Photo by John Pickles

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