

Benjamin Ash, Settle stationmaster

William Ash was born in Cockerham, on the coast, south of Lancaster in 1822. He and his family worked as wool combers. In 1842 William married **Mary Lawrence** from Bolton-Le-Sands and they went on to have at least six sons and two daughters. The building of the Leeds to Lancaster line in the late 1840s was a stroke of good luck as William and several of his children spent their careers on the railways.

William was the first station master appointed to the brand new station at Hellifield in 1849. In 2011 *The Craven Herald [CH]* reported that 'William Ash was appointed as the first station master at a salary of £44 and 4 shillings a year (17 shillings a week). He had to work a 13-hour day, seven days a week. His duties included station master, booking clerk, porter, signalman, shunter and passenger and goods agent. Initially, only six passenger trains called at Hellifield each day.' The paper also reported that, in those days, 'the station was a modest affair and facilities were kept to a bare minimum, with a small ticket office, waiting rooms and porter's room. It was said to be little more than a wayside hut.' Despite this, it was a secure job with relatively good wages compared to weaving and probably with some provision for accommodation. The station master could run his own ship (station) as he pleased without any questions asked. Perhaps the facilities were just too minimal for William as, just a year later, he moved to become station master at the new Clapham and Wenning Station (just over a mile to the south-west of Clapham), a post he held for the next 23 years. The Hellifield Station we recognise today was built in 1880 to accommodate the extra traffic on the new Settle and Carlisle line and the need for a refreshment room for travellers on that long journey between London and Glasgow before the invention of buffet cars.

In October 1873 at the Flying Horse Shoe Inn at Clapham Station [ph3] (now run as a static caravan park) a 'number of gentlemen of the Parish of Clapham' gathered to wish William well [1]. After toasts to 'the Queen and Royal Family' and 'The Bishop and Clergy of the Diocese' (of course) William was presented with a handsome gold watch, worth £21 with a gold watch-chain and a purse of £11. 'His civility, his attention to his duties, and his intelligence, had won the esteem of all connected with him. He had introduced and promoted the circulation of newspapers throughout the Parish'.



short but neat speeches. Dr. Deighton then rose to say he had a most pleasing duty to perform, and that was to present Mr. **William Ash** (on behalf of the committee) with a handsome gold watch, value £21, and a purse containing £11; also on behalf of the workpeople at the station, a handsome gold watch chain, value £4 15s., collected amongst themselves to shew their love and respect for their late master. Mr. **William Ash** had been station master for more than 20 years. His civility, his attention to his duties, and his intelligence, had won the esteem of all connected with him. He had introduced and promoted the circulation of newspapers throughout the Parish. The committee were

Ash then rose to say "He was very much obliged for the present. His feelings would not allow him to make a long speech. Whenever he looked at the presents they would remind him of the happy days he had spent at Clapham; and that he was glad of the respect shown to him by his workmen, although he had now and then said a sharp word to keep them to their duties. The rest of the evening was spent in toasts, namely, "The Ladies," "The Bachelors," to which Mr. John Hartley responded, "Mr. Farrar," "Mr. Deighton," both with honours, "Mr. Water," "Mr. Ash," "The new School Master," "The Committee," "The workpeople of the station," &c. A few of the company enlivened the meeting with songs. The proceedings closed with singing "Auld Lang Syne" and God save the Queen.

William's departure may have been brought about by an appalling fatal accident at the station nine months previously. The newspaper reports are some of the most graphic you could ever read, even according to nineteenth century standards, but the gist of it was that **Robert George Stapylton**, a 52 year old barrister from Manchester, was killed by a train in '*an accidental death*.' He had taken a wrong train from Yealand to return to Lancaster and, in an attempt to get back, somehow found himself walking along the railway line nearly 2 miles from Clapham Station on the morning of 7 January 1873 [1]. William Ash was called to give evidence and suggested that Robert had been run over by the 5.20am goods train travelling from Carnforth towards Clapham, arriving at 6.21 that morning. Robert was still alive when found at 8am, despite losing some limbs and eventually died at 12.30pm. It must have been an awful experience for all involved. The Stapylton's family solicitor at the hearing was 58 year old **Henry Mere Ormrod**. After a suitable amount of time, just over a year later, Henry married Robert George Stapylton's widow, **Madeline Clementina (Bowers) Stapylton**.

THE LATE FATAL ACCIDENT AT CLAPHAM.
 The inquest on the body of Mr. Robert George Stapylton, barrister, formerly of Manchester, but late of Lancaster, who was killed on the line at Clapham on Tuesday morning, as reported in our Supplement, was held at the Flying Horse Shoe, Clapham, before Mr. T. Brown, deputy coroner, of Skipton, on Wednesday last. Mr. Ormrod, solicitor, of Manchester, attended.

Mr. William Ash, station master at Clapham, deposed: I do not remember ever having seen deceased before he was brought to the station. The engine of the 5.20 goods train from Carnforth to Clapham, arrived here at 6.21 on Tuesday morning. I know that to be a fact from the pointsman's book, but I did not see the train arrive myself. After deceased had been picked up I suspected that he had been run over by that engine or the Lancaster train. About twelve o'clock, on the engine returning from Ingleton, I inquired of the driver if he had felt anything in coming up that morning. He said he had not, but the fireman got down and examined the engine, and found hair and blood upon different parts. No other train would have come up in the interim. Three trains would have passed down the line.

It seems that William gained a post as a railway goods inspector based in Hunslet, Leeds taking Mary and most of the children with him. Whether this was a promotion remains debatable. Thanks to the railway, Hunslet became '*the workshop of Leeds*' with numerous companies diversifying from the traditional woollen mills, including the Tetley Brewery. Mary died in 1885, aged 64 and William followed in 1891, aged 68.

Two sons died in infancy but sons Joseph and William became railway clerks. Son **Robert** became a railway ledger collector in Leeds. Daughter **Isabella** married a weaver, **Sam Waugh**, in Hunslet. Daughter **Mary Agnes** married **Alexander Clark**, a merchant from Scotland and they seem to have gone back to Scotland or abroad.

This left second son **Benjamin**, born in 1845 in Lancaster. Benjamin followed his father to work on the railways, probably beginning as a railway clerk by the age of 16. By the time he was 26, in 1871, Benjamin had become the station master at Bentham, also on the Leeds to Lancaster line and earning £80 a year. In 1876, aged 36, Benjamin married **Isabel Greenup**, the daughter of a Bentham schoolmaster. They didn't have any children. On the 7th December 1883 Benjamin was promoted to station master at the much larger Settle Station with an annual salary of £115, rising to £145 by 1899.

Alcock Ash	Station Master #115 #115 - 135	Discharged 17/10/83. 7/12/83 - 19. ad. 1/6/88. ad. 1/8/97.
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Settle Graveyard Project

Benjamin replaced **Richard Allcock** who had been in post since 1879. Richard and his wife **Annie Elizabeth (Adams) Allcock** had come to

DRUNKENNESS.—Richard Allcock, Pinxton, Derbyshire, was charged with drunkenness at Melton, on the 11th inst.—He was discharged on payment of costs.—

Settle from Pinxton, Derbyshire. Annie Elizabeth died in 1882 along with a newly born daughter, also Annie Elizabeth. Perhaps Richard couldn't cope with his wife's death? He returned to Pinxton but was unemployed at the time of census returns. In 1897 Richard was fined costs for drunkenness [2] — perhaps this had also been a problem in Settle?

Back at Settle Station [ph2], living in the Station House, Benjamin was remembered scurrying out of the station up New Road (now Station Road) for a pint in town between trains, whatever the time of day [ph1]. Some of the events Benjamin had to deal with at Settle Station are listed below.



Isabel had died in 1900, aged 52. Benjamin retired on 31st December 1905, aged 60, after 22 years in Settle and 44 years working for the Midland Railway. He was awarded a purse of gold worth £50 in a meeting presided by **William George Perfect**. Benjamin retired to Bolton-Le-Sands but, when he died, was brought back to Settle for burial with Isabel. They are buried together in *Old E44*

A SETTLE STATION-MASTER'S LONG RECORD.

At the Ashfield Hotel, Settle, yesterday, a purse of gold (£50) and framed testimonial, with list of subscribers, were presented to Mr. **Benjamin Ash**, who recently retired, at the age limit, from the position of **station-master** at Settle.

He had held that post for twenty-two years, and had served the Midland Company for forty-four years in all. Mr. N. G. Perfect, manager of the Craven Line Company, presided.

In Loving Memory of Isabel wife of Benjamin Ash Born Aug 6th 1847 Died Nov 14th 1900 also the above Benjamin Ash born Feb 14th 1845 Died June 21st 1909, Old E44

Isabel came from an interesting family. Her grandfather, **Robert Greenep**, was apprenticed to Jessop's flax dressers in Lancaster and, within the terms of the apprenticeship, was transferred to work for **Mr Charles Parker** at High Bentham Mill which specialised in making hosepipes from flax - who knew that was a thing? Unfortunately, the Bentham mill burnt down in the early 1800s so Robert and several other workers had to move to Leeds for work. In Leeds Robert found his wife-to-be **Elizabeth Gibson**. After the mill was rebuilt at Bentham Robert, Elizabeth and the first three of six children came back to Bentham. The children would have also worked in the mill from an early age. According to an 1877 report on the history of the Collingwood Foundation School, Robert was *'far above the general run of working class men at that time, . . . of far more*

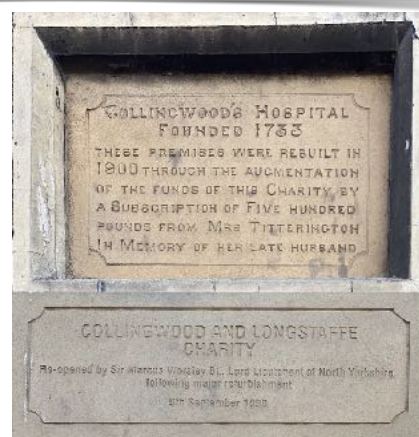


Settle Graveyard Project

intelligence, good behaviour, correct speaking and of a laudable desire that his sons should supplement their defective education by home self-improvement'. And his sons did just that.

Eldest son John, born in 1809, worked in the mill but *'with his mind set on mental improvement. When manual work was done he was learning his books either at home or at night school. He was free of the vices and bad habits which were far too common at that day in Bentham. Swearing, cursing, lying, vulgar and filthy talking, drunkenness, midnight mischief working and standing lazily at street corners were things which he studiously avoided'* [4]. For many years John was *'the plodding and useful superintendent of the Church Sunday School in Bentham'* until, in 1838 he was appointed second master of the Grammar School — the school had been endowed in 1729 by William Collingwood to provide an education for the boys of local villages. The Collingwood family had long been local benefactors as they also founded the Collingwood's Hospital and almshouses in 1733, the building and plaque still exist today.

conformists. For many years he was the plodding and useful superintendent of the Church Sunday school at Upper Bentham. On the day of his funeral the Rev. E. Sherlock, at the close of the burial service usually read in the church, delivered a well merited and high encomium on the useful and praiseworthy life of the deceased. On the 4th of March, 1873, at a meeting of the trustees, it was unanimously resolved that a head stone should be erected at the expense of the Trust in memory of the late worthy second master, John Greenep, who for upwards of thirty years served the Trust most faithfully. The stone was not to exceed in cost £5. The rector generously consented to forego his fee.



John remained at the school for 28 years and became a Trustee of the Collingwood Foundation. He retired to become a stationer and bookseller when his wife, **Agnes (Berry) Greenep**, died in 1861. John died in 1872, aged 62, and, at the funeral, the vicar *'delivered a well merited and high eonium on the celebrated for his useful and praiseworthy life'*. The Collingwood Foundation Trustees *'unanimously resolved that a headstone should be erected ... in memory of the late worthy second master John Greenup, for upwards of thirty years served the Trust most faithfully.'* Whether this actually happened is open to debate — there is no gravestone visible in the graveyard today. Another newspaper suggested that John *'for so many years had, by his consistent life, walk, and conservation, done perhaps more real good than anyone in Bentham'* [1]. High praise indeed.

John's two sisters died as spinsters. Brother **James Greenep**, a bachelor, also taught at the school. Brother **Thomas Greenep** became a currier and tallow chandler (candle maker) in Bentham and left an enormous estate to his large family worth over £2 million in today's value and had an impressively carved gravestone. After childhood, brother **Benjamin Greenep** disappeared from formal records completely until his death in 1884 at Giggleswick workhouse and his burial in an unmarked grave in Giggleswick graveyard. How fortunes vary within a family! Brother **William Greenep** became a tea dealer in Bentham. William's son **John Greenep**, a commercial dealer in Liverpool married **Mary Jane Shepherd**, the illegitimate daughter of **Mary Ann Shepherd** of Horton-in-Ribblesdale. Mary Ann was the sister of Settle's outstanding chemist, **William Shepherd**.



So what about John and Agnes's children? They had five daughters and it was their third daughter Isabel who married Benjamin Ash. Eldest daughter **Margaret Agnes Greenep** died aged 17. **Eliza Greenep** married a saddler, **William Rosewell Patterson** and they had a large family in Bingley. It's not clear what happened to **Emily Greenep** but, sadly, we know exactly what happened to youngest daughter **Eleanor Greenep**. When she was 21, in 1873, Eleanor married **Peter Gill Hartley**, the eldest son of a successful local joiner, **Joseph Hodgson Hartley**. Peter had great potential as, the year before their marriage, he came second in the first class of pupil teachers in connection with the Ripon Diocesan Board of Teachers whilst working at Ingleton National School [1].

INGLETON.
The result of the examination of pupil teachers in connection with the Ripon Diocesan Board of Education has just come to hand. **Peter Gill**, who is in his fourth year, stands at the head of the first class in his year, having obtained 157 marks more than any other. **Peter Gill Hartley** stands second on the list of the first class in his year. They are both pupil teachers in Ingleton National School.

Peter and Eleanor had five children over the next ten years and their birth places tell us they moved frequently — to Bradford, Leeds, Keighley and back to Bentham. That is always a bit suspicious. Eldest child **Norman** died in infancy in 1875. Perhaps this affected Peter particularly badly?

THE SERIOUS CHARGE AGAINST A SCHOOLMASTER.—
Peter Gill Hartley (24), schoolmaster, of Ilkley, was charged, on remand, with obtaining by false pretences a gold watch and guard, value £25 10s., from Messrs. Manoh Rhodes & Sons, jewellers, Bradford; also a gold watch and guard, of about the same value, from Messrs. Fattorini & Son, jewellers, Bradford.—The Chief Con-

In 1879, whilst working as assistant master at Holy Croft Board School Peter Gill Hartley, aged 24, was brought to court on two cases of obtaining money under false pretences. On both occasions he wrote to jewellers, Messrs Manoh Rhodes and Sons and Messrs Fattorini and Son, asking for a gold watch as a leaving present for a colleague. The letters were under the name of the school and

The Holy Croft Schools, Keighley, July 31st, 1879.
Mr. P. Gill Hartley presents his compliments to Messrs. M. Rhodes & Sons, and desires to inform them that he is deputed by the Langer Testimonial Committee to order from them a gold lever watch and guard for presentation to Mr. Langer, a local schoolmaster, who is leaving this country. They will probably be paid for in the course of a fortnight from now. Mr. Hartley will either come and make a selection or, if Messrs. Rhodes & Sons prefer, they may send over an assistant, whom Mr. Hartley would meet. If they prefer the latter course, will they please fix time and train? Mr. H. encloses stamp, and will be glad of a prompt reply.—P.S. The order not to exceed £30.

enclosed a stamped addressed envelope. Once he received the watches Peter then pawned them [5]. Did he really think he would get away with it? It took nine months for Peter's case to come to court during which time he was in prison. At the hearing Peter's headmaster said *'the prisoner is a man of very good character and since his engagement he conducted himself in a very proper manner, being an excellent teacher'*. In addition, *'several excellent testimonials as to his character were put in from gentleman in different parts of the country. He appeared weak and frail and had to be accommodated with a seat and supported to the dock.'* He received another three months in prison with hard labour. *'The prisoner said he would like to take the opportunity of thanking the Chief Constable and his subordinates for their kindness to him while he had been in their care.'* It sounds as if Peter had the skills to sell ice creams to eskimos.

his corroboration of the prisoner's statement. Therefore the Bench would not inflict so heavy a sentence upon the prisoner as they otherwise would have done. They thought the ends of justice would be properly met by sentencing him to three months' imprisonment with hard labour.—The prisoner said he would like to take the opportunity of thanking the Chief Constable and his subordinates for their kindness to him while he had been under their care.—Mr. Manoh Rhodes retired from the Bench during the hearing of the case.

Once Peter was released the family moved to Lancashire where he luckily found work as a traffic inspector on the railways. Perhaps the Ash family put in a good word? So, did they live happily ever after now? Sadly not.

In 1885, just 18 months after the birth of youngest child, **Nora Mary Hartley**, Peter was again taken to court. This time he was charged with deserting his poor wife and children who were 'chargeable to the Toxteth Union', probably in the workhouse. This 'respectable-looking man' had 'formed the acquaintance of a young woman who supplied him with money and persuaded him to leave his family and go with her to London, where he was found living with her'. Peter was imprisoned for 14 days [6].

Oh dear, oh dear. Wife Eleanor stayed in Liverpool and by the time of the 1901 census described herself as a widow. However Peter could have been alive and well in London under another name. We will never know! Their children appeared unscathed by all this, several working successfully in the hospitality trade.



Meanwhile back at Settle Station . . .

Benjamin Ash was kept busy running Settle Station but was faced with some 'out of the ordinary' events. Soon after taking over, in the winter of 1883, Benjamin was faced with a horrendous storm which broke two lamps at the Station. Hellifield station had bricks dislodged and its glass roof broken. Trees were uprooted and the stonework of Settle Town Hall fell [1].

The following year, in August 1884, seven wagons derailed when an axle of a salt wagon broke at the Anley cutting[1]. The line was blocked for hours.

1895 was a busy year at the Station. The Midland Railway had its own detective officers. **John Holiday** was the appointed officer and he brought **Oswald Dawson**, a painter from Long Preston, to court for 'interfering with the comfort of a fellow passenger'. Oswald thought a fellow passenger had knocked his hat off at Settle Station and decided to implement his own punishment [7]. Also in 1895 an engine ran off the line damaging the metals [7].

COUNTY MAGISTRATES' COURT.

SATURDAY, NOVEMBER 7.

WIFE DESERTION.—A respectable-looking man named Peter Gill Hartley was charged with having deserted his wife and three children, who had thus become chargeable to the Toxteth Union. Mr. Moulding, clerk to the guardians, stated that some time ago the prisoner formed the acquaintance of a young woman who supplied him with money and persuaded him to leave his family and go with her to London, where he was found living with her. A conviction was pressed for, and the prisoner was committed for 14 days.—A middle-aged man named William Henry Prout was sent to jail for a month for a similar offence.

SETTLE.

The storm of wind and rain which raged furiously throughout Tuesday night caused some little damage to property in this locality. A portion of the roof of the Settle Gasworks was torn off; a number of bricks were dislodged at Hellifield Station, and in their fall broke some of the glass roofing of the station. Two lamps were thrown down at Settle new station; some of the stonework of the Town Hall fell, and a number of trees were uprooted, and other damage done in different parts of the district.

RAILWAY ACCIDENT AT SETTLE.—On Thursday evening a luggage train which was travelling from Leeds to Carlisle came to grief just before entering the Anley cutting, to the south of Settle Station. It appears that the axle of a wagon loaded with salt, in the fore part of the train, had broken, and this caused the last four wagons and guard's van to become detached, the front portion of the train proceeding some distance before this fact became known to the driver. Three of the wagons annexed to the van left the rails and fell over the embankment, the guard's van narrowly escaping the same fate. In all seven wagons got off the line, which was considerably damaged, the sleepers and chairs being broken for a considerable distance. A breakdown gang arrived from Leeds in good time, but the passenger traffic on the up line was delayed some time, whilst the down line, upon which the accident occurred, was blocked for hours.

SETTLE

ACCIDENT.—On Thursday evening week an engine ran off the line at Settle Station and did considerable damage to the metals. A strong relay of men were soon on the spot, but it was nearly midnight before the engine was put back on the line.

The Parish Council decided to write to the Midland Railway Company pointing out the danger of crossing the railway at Settle Station and suggesting that a bridge be built for passengers to cross over the line [7]. On a lighter note, Settle Cricket Club were welcomed by an immense crowd at Settle Station, accompanied by Settle Brass Band [7].

the Market-place; that a letter be written to the Midland Railway Company pointing out the danger of crossing the railway at Settle station, and suggesting that a bridge be built for passengers to cross over the line.

In 1898 the brethren of the Castleberg Lodge of Freemasons escorted the coffin of the ale and porter merchant **Robert Corney**, 'a man of genial good humour', to the Station on its way to burial in his home town of Dent.

1900 was also busy. In March, as the overnight Scotch Express from Edinburgh to London was passing through Blea Moor Tunnel, the sleeping car attendant noticed that the rear of the carriage was on fire. The communication cord broke and the train continued over Ribblesdale viaduct. The railway signalmen noticed the fire and, 'by means of electric alarms' signals were changed to tell the driver to stop the train at Settle Station, some 14 miles later. The three passengers were moved to another carriage. The fire was blamed on a heating stove positioned below an oil lamp. Oops [8].

Just three months later, in May 1900, another accident happened. The coupling between wagons on a luggage train broke overturning some trucks and blocking both sets of tracks [9]. One of the trucks ran into a parapet of the viaduct which passes over Kirkgate and finally stopped resting precariously on the viaduct. Some of the heavy coping stones and the contents of the truck, some hundreds of shovels,

ASSAULT IN A RAILWAY CARRIAGE.—Captain Stackhouse, being a shareholder in the Midland Railway Company, retired during the hearing of this case. Oswald Dawson, painter, of Long Preston, was summoned by John Holiday, detective officer in the employ of the Midland Railway, for an offence against the company's byelaws, viz., the interfering with the comfort of a fellow passenger on the night of the 1st June instant, at Long Preston railway station. Defendant was under the mistaken impression that a farm servant named Carr had knocked his hat off at Settle station, and went into the compartment where the young man was at Long Preston, and so it was alleged seriously assaulted him. —Defendant pleaded guilty, and was fined 10s. and 13s. 6d. costs.

CRICKET CLUB REJOICINGS.—Saturday last was a red-letter day at Settle as regards cricket. When it was known by wire that Settle had beaten Barrow, and so won the handsome cup belonging to the Ribblesdale League, it was decided to give the eleven a hearty reception. Long before the train arrived an immense crowd assembled at Settle station, accompanied by the Settle Brass Band, and a wagonette for the victorious eleven. When the train arrived, a tremendous cheer greeted the eleven, and they had the greatest difficulty in getting to the wagonette. On their getting seated, a procession, headed by the band playing "See the conquering hero comes," paraded the streets, amid the cheers of the spectators, and such a crowd has not been seen in Settle since the Lifeboat Day. The march was

The interment took place at Dent on Wednesday last. The brethren of the Castleberg Lodge of Freemasons walked from the house to Settle Station, from whence the body was conveyed by rail to Dent.—We have also to announce the death

FIRE ON A SCOTCH EXPRESS.

When the Scotch express, which left Edinburgh for St. Pancras on Saturday night, was running through Blea Moor Tunnel early on Sunday the attendant in the sleeping car noticed that the rear portion of the car was in flames. He at once pulled the communication cord, but it broke, and the train continued running. The signalmen in the cabin which the train passed fortunately noticed the fire, and by means of electric alarms transmitted from cabin to cabin along the line the express was stopped at Settle Station, after it had run fourteen miles with the car on fire. There were three first-class passengers from Edinburgh in the car. At Settle the damaged car was taken off the train, the passengers being transferred to ordinary first-class carriages. The fire is supposed to have been caused by a heating-stove.

RAILWAY ACCIDENT AT SETTLE

About four o'clock on Wednesday afternoon, as a luggage train from the north was approaching Settle Station, the drawbar of one of the trucks broke, and the train parted on the top of the viaduct which crosses the main road at Settle. Several trucks were overturned and badly smashed, both sets of rails being blocked for traffic. The Scotch expresses for the north and south were delayed for about two hours, the traffic being worked on a single line as soon as possible. A breakdown gang from Hellifield was engaged for some hours in clearing the lines.

Settle Graveyard Project

fell to the road below, narrowly avoiding pedestrians who had just walked by. The award for the best headline goes to the *Yorkshire Evening Post* - 'A Shower of Shovels'.

James Silcock was an inspector of the Permanent Way who lived at the Railway Cottages near Cammock Lane. In 1901 he had just stepped off a train at Settle Station to walk home when he suddenly died [7].



RAILWAY SMASH NEAR SETTLE

GOODS WAGGON NEARLY PRECIPITATED
OVER A VIADUCT.

A SHOWER OF SHOVELS.

SUDDEN DEATH OF MR. SILCOCK.—The many friends of Mr. Silcock, who resided at the Railway Cottages, will be grieved to hear of his death, which took place under painfully sudden circumstances on Wednesday morning. The deceased alighted from the train at Settle Station shortly after eleven, and proceeded to his home in apparent good health, but on reaching home he died immediately. Mr. Silcock was in the employ of the Midland Railway Company, being the inspector of the Permanent way between Settle and Hawes, and has resided in Settle upwards of twenty years.

Settle stationmasters (according to Wikipedia):

1876 - 1879 **Joseph Smith**, who had previously worked for many years at Giggleswick station, formerly known as Settle Station

1879 - 1883 **Richard Allcock**

1883 - 1905 **Benjamin Ash**

1906 - 1911 **Arthur Reedman Snow**

1914 - 1924 **Abraham Fearn**, formerly station master at Oxenhope, afterwards station master at Clay Cross

1924 - 1925 **Harold Tilforth** who resigned to avoid being dealt with for a cash irregularity.

Naughty Harold was the son of another station master, **William Tilforth**. After the Settle issue Harold's wife, **Laura Bladen**, left him, taking their children with her. Unfortunately, Harold's resignation from Settle was not the end of his urge to make a quick buck, as this report of 1930 explains [7]. He stole six £1 notes from his new fiancée and her relatives, having 'had no peace of mind since his wife deserted him'.

1939 - 1946 **John Banks**

1946 **Thomas William Whetten** formerly station master at Kirby Lonsdale

1950 Mr W Lee

??? **Harry Robinson**

1959 - 1965 **James M. Taylor** formerly station master at Horton in Ribblesdale



BEDROOM THEFT.

CANVASSER WHO DECEIVED A YOUNG
WOMAN.

Harold Tilforth (39), of Bournemouth, was sentenced at Margate on Friday to six months' imprisonment for stealing six £1 notes, the property of Arthur Valentine Dennis, from a bedroom at No. 48, Upper Dane-road.

It was stated that Tilforth, who was formerly a stationmaster in Yorkshire, was a newspaper canvasser, and whilst staying at a boarding house made the acquaintance of a young woman visitor. He proposed marriage to her and was accepted, and afterwards borrowed money from her and her relatives in London.

Tilforth admitted the theft, and said he had had no peace of mind since his wife deserted him five years ago.

Settle Graveyard Project



This account has been compiled by Sarah Lister as part of the Settle Graveyard Project which has recorded gravestone inscriptions, updated church records and researched the lives of those buried. It has been written in good faith with no offence intended. If I have inadvertently included errors or breached any copyright I apologise and would welcome corrections.

Life stories can be found on [dalescommunityarchives.org.uk/settle graveyard project](http://dalescommunityarchives.org.uk/settle-graveyard-project). The 'Old Settle' family tree on ancestry.co.uk includes the families buried in the graveyard. The project is ongoing and welcomes queries and information on settleresearch@gmail.com. Latest news and events are on the Facebook page 'Settle Graveyard Project'.

The life stories of people with italicised names have been researched as part of the graveyard project.

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