

## Ribblehead Tales . . . Navvies dying of accidents

A fifth of the navvies who died at Ribblehead were killed in appalling accidents, most of which could have been prevented with the most basic health and safety measures. The Midland Railway contributed £25 towards the cost of matching memorial plaques at St Leonard's Church in Chapel-le-Dale and Holy Ascension Church in Settle:

*To the memory of those who through accidents lost their lives in constructing the railway works between Settle and Dent Head. This tablet was erected at the joint expense of their fellow workmen and the Midland Railway Company 1869 to 1876*



When deaths were not from disease or natural causes there had to be a coroner's inquest during which the coroner, a jury and anyone connected with the incident would view the remains of the body and agree on a cause of death. For Ribblehead deaths the majority were held in the local inns. The Yorkshire coroners, father and son **Thomas Brown** and **Thomas Parkinson Brown** were busy men with strong stomachs. The inquests were usually reported in local papers but tended to be quite graphic so there were some potentially upsetting accounts.

After the outbreak of smallpox had subsided in autumn of 1871 an 'accident hospital' was built. Navvies could make use of these with an insurance scheme paying 1½d a week for the doctor and ½d for the use of the accident hospital[1].

chapel, school, and reading-room. There is a fever and small-pox hospital, happily untenanted now for some months, and an accident hospital is being erected. Each workman contributes 1½d. per week for the doctor and ½d. for the hospital, admission to which he is entitled to in case of accident. I

### The tramway

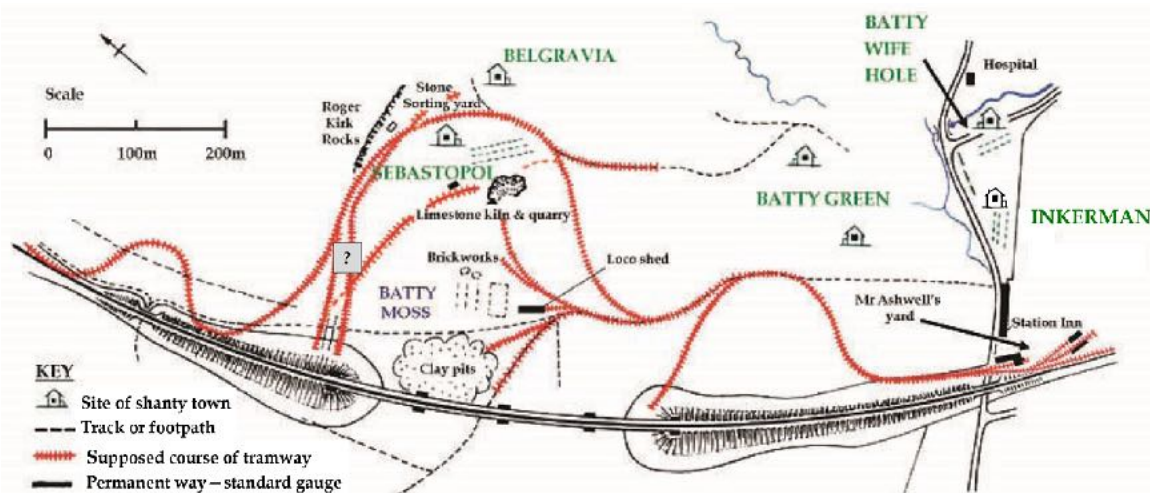
In order to build the main line of the railway a series of temporary tramways were laid around the construction site to move materials and workers to where they were needed from the station all the way up to Bleamoor tunnel [H].

The track was 2½ miles long and was built in a hurry, taking less than a month. Tight bends and steep gradients resulted in journeys frequently interrupted with bumps, jerks, wobbling, and even derailments. This tramway was dangerous and played a part in two-thirds of the accidental deaths of navvies buried at St Leonard's church and in two other deaths of navvies who were buried elsewhere.



The first death at Ribblehead was on 5 August 1870. In an awful accident six year old **Annie Powell** died after a railway engine derailed on the service tramway. Annie's aunt also died, three weeks later, of injuries sustained — see *First Burials*. Soon after, on 9 September 1870, **John Lee**, a labourer living at Sebastopol huts, aged 46, died in almost the same manner, from a 'fall of earth from steam powered wagon'. John was

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Victorian railway workings at Ribbleshead 1870s.

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thrown out of a wagon and was severely bruised. A different source says he lost his left arm and leg. He died two painful hours later[1]. He was buried under the name **Thomas Brown**. This was probably a case of the vicar writing the coroner's name instead of the deceased. The vicar, **Rev Ebenezer Smith** would get to know the coroner very well in the years ahead.

**FATAL ACCIDENT.**—On the 9th inst., John Lee, aged 46 years, a workman on the Settle and Carlisle Railway, now in course of construction, at Batty Wife's Hole, in Ingleton Fells, when riding in a waggon on the temporary line, was thrown out of it and severely bruised on his body, legs, and arms. He only survived two hours. An inquest was held on the 12th instant, at the house of Mr. John Garlick, Viaduct Inn, Batty Wife's Hole, before Thomas Brown, Esq., coroner for the district. Verdict, "Accidental death."

*Thomas Brown* | *Sebastopol* | *Sept 12 46* | *E. Smith, M. Vicar*  
No. 217.

On 20 January 1871 **John Hollerenshaw/Ollerenshaw**, a Sebastopol labourer, aged 40, was 'accidentally killed by a railway truck (in which he was) running off the line and falling upon him' in the tunnel where he was working. John came from Chapel-en-le-Frith and had a hard childhood as his father died when he was nine. John and his siblings had to earn money as carters at an early age, but this would have prepared him well for navvying work [2].

**CHAPEL-EN-LE-FRITH.**  
**FATAL ACCIDENT TO A CHAPEL-EN-LE-FRITH MAN.**  
—On Saturday last, a telegram was received stating that a man, named John Ollerenshaw, a native of Chapel-en-le-Frith, had been killed in a tunnel now in course of construction in the neighbourhood of Lancaster.

On 13 November 1871 **John Ashton**, aged 35, was 'Accidentally killed by a railway wagon wheel crushing him'. John was an engine driver who lived in the Inkerman community. He tried to get onto an engine while it was moving but lost his grip and fell between the engine and the loaded wagon. He died instantly [3]. In a contemporary account, **Frank Moody** a sub-contractor described riding on an engine as 'standing with our feet upon a narrow ledge clutching on to a bar alongside the boiler of the puffing, screeching, impetuous' engine[4]. James' parents and eight siblings came from New Mills, Derbyshire but had moved to Tonge, Bolton by the 1860s.

**FATAL RAILWAY ACCIDENT ON THE SETTLE AND CARLISLE RAILWAY.**—On Tuesday last a fatal accident occurred on the railway now being made from Settle to Carlisle, at Batty Green, near Kirkby Lonsdale, to a man named John Ashton, who is supposed to be a native of New Mills, Derbyshire. It appears that the deceased tried to get on to an engine whilst in motion, but he missed his hold, and fell between the engine and a loaded wagon. The wagon ran over him and killed him instantly. The body was carried to the Welcome Home Inn, Batty Green, where an inquest was held. The verdict was "accidentally killed."

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In a most appallingly gruesome accident, on Thursday 8 February 1872 **Peter Miles**, aged 29, was '*Killed by being accidentally run over by a Railway Engine*'. Peter was last seen when he left the **George Jackson's Railway Inn** at 8.30pm, '*the worse for liquor*'. At 10.30pm, when it was obviously dark, poor **Henry Bailey** was driving an engine along the sidings from Sebastopol back to Batty Green at a rate of four miles an hour when he '*felt the engine jerk*'. He realised he had run over something and found Peter Miles '*nearly cut to pieces*'[1]. Peter was the youngest child of a bricklayer's labourer from Bootle, Lancashire. Peter's eldest sister, **Bridget (Miles) Simpson** liked her drink too. She was in a beerhouse at Ashton-under-Lyne with her husband when he started fighting a man called **Joseph Kelly**, as you do. Bridget intervened and stabbed Joseph Kelly in the neck with a pocket-knife. She was found guilty of '*unlawfully wounding*' but not with intent to do grievous harm and was sentenced to three months in prison [5].

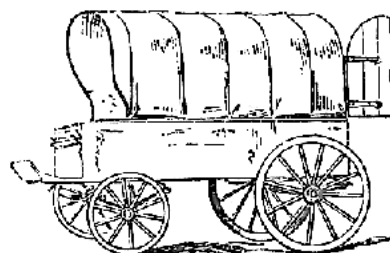
On 12 July 1872 **James Sherman**, aged 40, died '*Accidentally killed by a Railway Wagon passing over him*'[1]. James was a horse-driver, leading a horse and loaded cart along the railway line [ph1]. To be able to do the work asked of them horses were kept in excellent condition. Horse-drivers such as James took a great pride in their horses, decorating their heads with ribbons. There were over 130 horses on site in 1872. At 7.30pm James was leading his horse and a loaded wagon in a darkened section of the tunnel when he fell and his wagon passed over him. One of his ankles was crushed. He was put on a cart and taken the bumpy five miles back to Batty Green. By the time they got back to Batty Green '*there was so much blood lost that it was trickling off the cart*'. He refused medical help and died soon afterwards, which must have been a relief for all concerned.

**John Jones**, a 17 year old engine stoker (fireman) from Wigan, died on 17 July 1872 after slipping and falling off an engine close to Jericho huts. He was taken down the road that is now the B6479 (which is bad enough in the 21st century) to Settle hospital

**FATAL ACCIDENT.**—On the Settle and Carlisle Railway at Batty Green, Ingleton Fells, on the 8th instant, at 10 30 p.m., **Peter Miles**, a labourer aged 30 years, was found dead on the line. An inquest was held on the 12th inst. at the Railway Inn, Batty Green, before T. P. Brown, Esq., deputy coroner. Henry Bailey stated, I am an engine driver. On the 8th inst., at 10 30 p.m. I was driving an engine from Sebastopol to Batty Green at the rate of four miles an hour, when about 100 yards from Batty Green I felt the engine jerk. Knowing I had run over something I immediately stopped and got down, and found the body of **Peter Miles** quite dead, being nearly cut to pieces. It was further stated that the deceased left the Railway Inn about 8 30 p.m. the worse for liquor. Verdict, "Accidentally killed by being run over by an engine."

**STABBING AT ASHTON-UNDER-LYNE.**—**Bridget Simpson** 33, weaver, was indicted for having, at Ashton-under-Lyne, on the 10th November, feloniously stabbed **Joseph Kelly**, with intent to do him grievous bodily harm. It appeared that in an affray in a beerhouse, in which the prosecutor and the prisoner's husband were fighting, the prisoner stabbed Kelly several times with a pocket-knife, in the back part of the neck and head. Several witnesses were called for the prosecution but the details were uninteresting. Verdict: Guilty of unlawfully wounding, but not with intent to do grievous harm. Sentenced to three months' imprisonment, with hard labour.

**INQUEST.**—On the 15th inst., an inquest was held at the Welcome Inn, Batty Green, Ingleton Fells, before T. P. Brown, Esq., Deputy Coroner, on the body of **James Sherman**. It appeared in evidence that he was driving a horse in the tunnel at the railway works when he had fallen, and the wagon passed over him. Verdict **Accidental Death**.



where he died. His 'ambulance' [ph2] would have been a partially covered cart behind a horse which probably didn't help his chances of survival! John was buried in Settle graveyard and his parents arranged for an exceptionally well preserved gravestone. His story is provided separately.

Three days later, on 20 August 1872 another horse-driver was killed. **Frederick Pryke** was 'Accidentally killed by a loaded railway wagon running over his legs' [1]. At 10.30am he was leading his horse to take a fully loaded wagon (up to six tons) to the tip head. He fell and the whole load passed over his legs. He died at 3pm. Frederick was a thatcher's son from Stowmarket, Suffolk. At the time of the 1871 census Frederick was at barracks in Aldershot described as a (horse-)driver for the Royal Artillery. Frederick was one of two ex-military navvies who died, the other being **Thomas Swanton**, the first navy to die at Ribbleshead — see *First Burials*

On 30 January 1874 **John Ripland**, aged 24, an engine man from Batty Green was 'Crushed between ballast wagons' [1]. John was not buried at St Leonard's church so was probably put in a coffin and sent on a train to wherever he came from.

On 12 April 1874 **Archibald Matthewson**, aged 27, a Batty Green labourer, was 'Accidentally killed by a Railway Wagon passing over him' [1], in almost the same circumstances as Frederick Pryke. Archibald had stepped in to take over the work of a horse-driver who hadn't turned up to work. 'The two perilous wheels of the wagon passed over the deceased thorax and so crushed his heart and lungs that life was deserted at once.' [6] Archibald was the son of another **Archibald Matthewson**, a waiter in Berwick-upon-Tweed. At the time of the 1871 census Archibald (Jnr) was boarding in a navy hut at Ormside between Appleby and Kirkby Stephen.

On 15 May 1874 **Henry Bullman**, aged just 16, a labourer at Batty Green was killed in horrific circumstances, 'Accidentally run over by a locomotive'. On Wednesday 13 May Henry and a similar aged, but larger, friend were playing 'topple-stone' in which they raced towards a pile of stones. Henry's friend knocked him over on the tramway. 'Before the youth could rise to his feet an engine came up and passed in a slanting direction up his thigh, and took of his right leg at

ACCIDENTAL DEATH.—An inquest was held on the same day as above, at the Welcome Home Inn, by T. BROWN, Esq., deputy coroner, touching the death of Frederick Parke, aged 26 years. From the evidence it appeared that about 10 30 a.m., on the 20th inst., deceased was driving a tip horse on the Railway, at Batty Green, and when running a loaded wagon to the tip head fell, and the whole load passed over both his legs, and almost cut them off. He was conveyed to his lodgings, at Batty Green, and died about 3 p.m., the same day.—Verdict.—Accidental Death.

INQUEST.—On the 30th ult., an inquest was held at Batty Green, [Ingleton] Fells, before T. Brown, Esq., coroner, on the body of JOHN Ripland, aged 24 years, who met his death by being crushed between two ballast wagons. Verdict—"Accidentally killed by being crushed between two ballast wagons."

was named Archibald Matthewson. On Sunday morning the 12th inst., about nine a.m., Matthewson volunteered to take charge of a horse in the absence of a young man, and to draw some wagons laden with stone for Batty Moss Viaduct, to the point of the decline. William Jackson the breaksman was at his break, and Peter Mc. Bride the ganger was present watching the deceased's movements. Matthewson had drawn one of the immense wagons with from five to six tons of stone, and had detached the horse from it for its descent when Mc. Bride noticed him lying on the metals about two feet in advance of the descending wagon. He thought that he must either have fallen or been knocked down while in the act of uncoupling his horse. Though Mc. Bride shouted at the top of his voice to the fallen man to get out of the way still he appeared to make no effort to do so. If he had had presence of mind or consciousness of his danger he might have rolled between the metals and the descending wagon would have passed over him without his sustaining any injury. Both sides of the tramway were so filled up with stones that Mc. Bride could render Matthewson no help. The two perilous wheels of the wagon passed over the deceased's thorax and so crushed his heart and lungs that life was destroyed at once. The verdict in this unfortunate case was "Accidentally killed by a railway wagon running over him."

ACCIDENT TO A LAD.—On Wednesday night, as a number of lads were playing at "topple-stone," near the railway bridge which crosses the Ingleton road, a terrible accident happened to a lad from fifteen to sixteen years of age. Two of the boys were running from the pile of stones to the place whence the players threw their stones at the top stone, when the bigger one, in his efforts to reach the place first, knocked down his companion in the game on the tramway which crosses the road. Before the youth could rise to his feet an engine came up and passed in a slanting direction up his thigh, and took off his right leg at the hip. The accident was of such a character that it was not expected the boy would live ten minutes. Singular to relate, on Thursday afternoon he was quite sensible and composed, so that he gave full particulars as to where the members of his family lived. The lads had been previously warned of the danger of playing so near the pathway of the engine, and the accident was the consequence of their disobedience.

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On 12 November 1875 Batty Green labourer **Thomas Hough**, aged 55, was 'Accidentally killed by being knocked down by a Railway Goods Train'. His inquest was not reported in papers, but there was a death notice which had probably been requested by a friend [1].

Ingleton.—On the 12th inst., Mr. Thomas Hough, labourer, [Batty] Green, aged 55 years.

The last accidental navy death at Ribbleshead was that of **Joseph Shone** on 23 April 1877. The permanent way had been completed and passenger trains had been running since 1 May 1876, but many navvies still lived at Ribbleshead to finish off the works. The service tramway was still in place to take navvies to their workplaces. 16 year old Joseph Shone was on his way to work and in his haste was 'Accidentally killed whilst attempting to get into a Train in Motion on the Midland Railway'. He put his foot on a carriage before it had come to a halt at Ribbleshead Station but lost his grip on a handle with his hand. 'He fell between the carriages and the platform and the train passed over his body, which was partly cut in two.' The newspaper reported 'we understand that the young man had several times been cautioned about getting on the train while it was in motion.' [1]

## Dynamite

Popular mythology tells us that many navvies died when they were blown up by dynamite [8]. However only two of the 75 navvies buried at Ribbleshead died in this way, plus one other who was buried in Settle. **James Lashbrook** was a tunnel miner at Bleamoor. On 28 March 1874, aged 28, James was 'accidentally killed by explosion of a dynamite cartridge' but no more details are available. He was taken back to Settle for the inquest into his death which is where he was buried. James came from Barnstaple, Devon.

Some died through negligence. Dynamite was a new discovery, and the navvies would keep the sticks of explosive in their pockets so that they would be warm when used. One unfortunate man warmed his by placing it in front of a brazier! Others died through smallpox. A hospital was

A MAN KILLED BY A BLAZE.—An inquest was held on Saturday last before Mr. T. P. Brown, deputy Coroner, touching the death of James Lashbrook, a miner employed in the tunnel, near Ingleton, on the new Settle and Carlisle Railway. After hearing the evidence, a verdict of "Accidentally killed by a dynamite cartridge," was returned."

Richard Wright (wrongly named Henry in the newspaper and subsequently most other popular sources) was the unlucky tunnel miner who went back to drill into a stick of unexploded dynamite, 'which was contrary to the rules'. It exploded, breaking his legs and seriously injuring other parts of his body [1].

ACCIDENT IN BLAMIRE TUNNEL.—An accident of a fatal nature occurred in Blamire Tunnel, on Ingleton Fells, on the 12th inst., to a miner named Henry Wright, aged 23 years. It appears that a hole had been bored in the rock and charged with dynamite, but, for some reason or other it did not explode. In such cases it is a standing order that fresh holes are to be made, and the old ones not to be touched, for fear of accidents; but it appears that deceased acted contrary to those rules, and that he tried to make the same hole do again, when it exploded, breaking both his arms, and seriously injuring other parts of his body. He was taken to the hospital, at Batty Green, where he was attended by the doctor until he died, on Monday, the 14th. An inquest was held at the Welcome Home Inn, when a verdict was returned of "Accidentally killed."

Richard was taken to the accident hospital on Batty Green where, *'after much bodily suffering'* he died the following day, 13 November 1874, aged 24. The newspaper couldn't spell Bleamoor either!

In another case of incorrect spelling by journalists and popular sources, on 5 February 1875 **John Thomson**, (**Thompson** on certificates and burial records) aged 28, was also *'Accidentally killed by an explosion of dynamite'*. This is really gruesome. He was a tunnel miner and was *'contrary to order, drawing some [unexploded] dynamite from a hole, when it exploded, blowing the right side of his face and head off and killing him instantly.'*<sup>[1]</sup> *Two men working nearby went to the spot where they found the young miner's body dreadfully mangled and lifeless. The fragments of his body were carefully and sorrowfully gathered up and conveyed to the hospital* (although the dead house may have been more appropriate). *It was an appalling sight to see the remains of a body still reeking with vitalised blood and not five minutes previously strong and healthy and in every way fitted for an active and useful life.'*<sup>[6]</sup> Popular sources 'remember' that John was drying a bundle of dynamite by the fire when it exploded which isn't quite the same but makes a good story.



orders. Some workmen at a distance from Thompson, hearing an explosion, two of them went to the spot, where they found the young miner's body dreadfully mangled and lifeless, so sudden had been the destructive power of the explosive. The right side of his head, his face, and his right hand were completely blown off, and the body was otherwise lacerated. The fragments of the body were carefully and sorrowfully gathered up and conveyed to the hospital at Batty Green. It was an appalling sight to see the torn off fragments and the faceless head of a body still reeking with vitalised blood, and not five minutes previously strong and healthy, and every way fitted for an active and useful life. Mr. T. B. Brown, deputy coroner, held an inquest, on the 8th inst., at the "Welcome Home Inn," Batty Green, when the jury gave the verdict, "Accidentally killed by the explosion of dynamite." Thompson, who was 28 years of age, was buried on the same day as the inquest, at Chapel-le-Dale.

## Other Ribbleshead accidents

A number of Welsh masons were employed as the quality of their work was preferable. They knew this too. On one occasion, they went on strike for more than a week demanding more money for working an extra hour in the summer - 10 hours rather than

9 per day. In December 1872, the design for Ribbleshead Viaduct was changed from having 18 arches to 24, perhaps due to the availability of high quality masons compared to regular labourers. One such stonemason was **David Davis**. On 26 September 1871, aged 32, David was *'accidentally killed by a portion of crane falling upon him'*. He had only been working at the viaduct for a couple of weeks and was loading a three ton block of stone into a truck with his crane. The crane broke and a section landed on his head *'killing him on the spot'*<sup>[1]</sup>. Unusually the inquest was held at 'The Brewery at Batty Green' which was **George Jackson's** Railway Inn.

**FATAL ACCIDENT TO A STONEMASON.**—On the 27th ult., T. P. BROWN, Esq., deputy coroner, held an inquest at the Brewery, Batty Green, on the body of **David Davis**, 32 years of age, who whilst he was working at the Viaduct at Batty Green on the 25th ult., and was loading stones on a truck, the crane broke, and a portion of it fell on his head, killing him on the spot. Verdict, "Accidental death."

On 5 March 1875 **Thomas Harrison**, aged 19, was *'Accidentally killed by a fall of earth in a Railway Cutting'*. Unfortunately, the coroner's inquest was not reported in the papers so we don't have any more details. At the time of the 1871 census Thomas, from Bowness, lived with horse-driver **John**

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**Moody** at 36 Batty Wife Hole, next door to **James Tozer** and **Albert Kellam** who we have met in other accounts.

One of the most tragic deaths was that of 16 year old **Mark William Ball** who took his own life in a cabin at Batty Green in April 1877 after being sent on an errand by his foreman. He wasn't found until the following day. His parents, who lived in Settle, were not worried that he didn't come home thinking he had missed the workers' train. Mark's uncle, **William Henry Spencer**, also a navy, had been killed in November 1873, aged 28, 'crushed between the buffers of wagons' at the 'new' station ground in Settle. Their account is given separately.

## The Ingleton/Ribblehead Road

The road between Ingleton and Ribblehead via Chapel-le-Dale, the current B6255, was the main access road for materials and supplies to the Ribblehead site. Ingleton was the nearest town with banking and trade facilities and was accessible by rail. On 4 June 1870 a 'large engine' was taken up the road to Ribblehead requiring 17 horses and 30 men, plus another eight horses further up the dale [1]. The journey took two days! It's not hard to imagine the condition of this road. Understandably, after the railway was constructed the Midland Railway contributed funds to repair the road. The uneven road surface in such a remote location led to many robberies, assaults and at least three deaths during the 'navvy years'. By May 1875 the road was in such a bad state that the Midland Railway was obliged to pay £100 towards its repair.

**LARGE ENGINE.**—On Monday evening last, the streets at Ingleton were all in commotion in consequence of Mr. Ashwell, railway contractor, having an engine conveyed to **Batty Wife Hole**, in Ingleton Fells. They had seventeen horses to it and thirty men, and when they got further up the dale they were obliged to add other eight horses. They arrived safe at their destination on Wednesday.



## Settle Graveyard Project

In September 1871 65 year old **George McConnell** was 'Accidentally killed'. George was a razor grinder — a man who made and sharpened cut throat razors. George lived in Ingleton but regularly visited Ribbleshead to do business with the navvies. After one such

**INQUEST.**—An inquest was held at the Wheat Sheaf Hotel, on Tuesday afternoon, before Thomas Brown, Esq., coroner, on the body of George Mc.Connell, razor grinder. From the evidence it appeared that the deceased was returning from the works at Jericho to Batty Wife Hole on the trucks, which are drawn by steam power, last Saturday evening. On part of the

visit George was returning to Ingleton from Jericho in a steam powered truck. After a technical hitch the guard told all the passengers to sit down. George didn't sit down and was thrown out of the truck, falling between the buffers of the wagons. George was from Yarm near Middlesborough but came over to Ingleton with two children after the death of his first wife, Harriet, in 1856.

**Richard Foster**, the Ingleton shoemaker and letter carrier was attacked and robbed by a navy on his way to Ribbleshead in March 1872. **James Mathers**, the innkeeper of the Welcome Home Inn at Batty Green died on the road after losing control of his horse on the way back to Ingleton in April 1872. He was run over by his own cart. Sub-contractor **Job Hirst** had a heart attack after being attacked and robbed on this road in December 1872. **Robert Holland**, the Tommy shop keeper, was also robbed at the Wheat Sheaf Hotel after doing business in Ingleton in 1874. These men all have their own accounts.

There were numerous other deaths on other stretches of the railway, about five deaths for every mile of the Settle and Carlisle Railway. For example, according to the newspapers, nearby in May 1876 **George Bryer**, aged 23, was walking alongside the railway between Selside and Salt Lake to get on the workers' train to Batty Wife. He was employed at a stone crushing machine, probably at the Rixon brickworks. George had nearly reached the workers' train but was run over by a goods train travelling in the opposite direction towards Settle. He was not killed instantly and was put into the goods train that had knocked him over to take him to Settle hospital. He died before he reached Settle [7]. The inquest was held at the Commercial Hotel in Settle and George was buried at Giggleswick. His actual name was **Enos Prior** and he had been living in Stainforth. He was the son of a jobbing gardener in Chilton, Berkshire and was just 22 when he died.

The man, whose name is George Bryer, and is said to be a native of Chilton, near Steventon, Berkshire, and is about 23 years of age, left his lodgings at Silside on Thursday morning to go to his work at Batty Wife, where he had been employed at a stone crushing machine. He was walking on the line of railway, in the 4 foot, between Silside and Salt Lake, when what is called the workmen's engine, which takes up the workmen as it proceeds along the line, had got within about 40 yards of the man the driver observed that a goods train was coming in the opposite direction to Settle and whistled, but unfortunately Bryer seemed to take no notice and was run over by the goods train. He was not quite dead when picked up, and was put into the goods train coming to Settle, but died on the way, between Horton and



*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.*

*The life stories of people with italicised names have been researched as part of the graveyard project and 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](http://Ancestry.co.uk) includes the families buried in the graveyard. The project is ongoing and welcomes queries and information on [settleresearch@gmail.com](mailto:settleresearch@gmail.com). Latest news and events are on the Facebook page 'Settle Graveyard Project'.*

## Settle Graveyard Project

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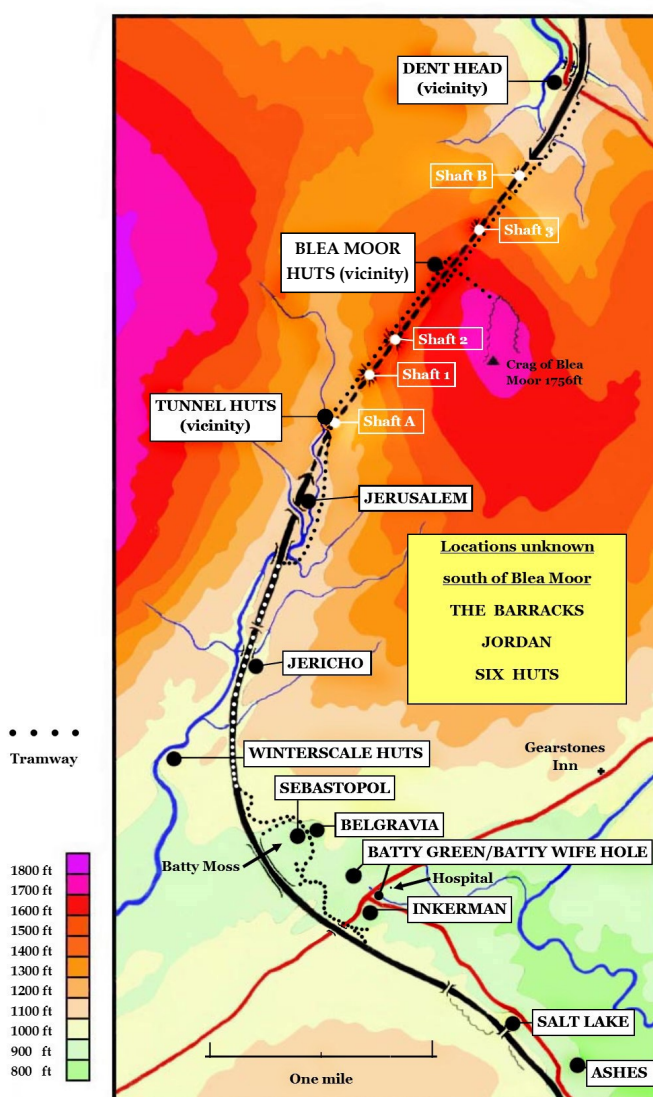
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Other sources: *The Railway Years in Chapel-Le-Dale 1870 - 1877* and *The Chapel of the Fells* both by Gerald Tyler, *The New Railway To Scotland* by David Occomore, *Shanty Life on the Settle-Carlisle railway* and *How they built the Settle-Carlisle Railway* both by W R Mitchell, *The Railway Navvies of Settle: the end of the line* by Sarah Lister.

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Supposed locations of navy settlements between Ribbleshead and Dent Head.

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