The figures given for the contracts are the initial figures accepted by the Midland Railway from the contractors who had tendered for the job, not the final cost of construction.

This list of navvy settlements is incomplete and the exact locations of some of the settlements whose names are known have yet to be established.

The numbers in parenthesis against an entry are the numbers of huts present at that location as listed by Jackson (2002) at 56 settlements and based on the 1871 Census.

Contract No. 1. Settle Junction to Dent Head Viaduct. 17 miles 18 chains.

Awarded to John Ashwell of Kentish Town, London on 14 September 1869, at £348,318.
Contractor’s agents: James Hope and William H. Ashwell.
John Ashwell ran into financial difficulties and his contract was cancelled in 26 October 1871, the work then being taken over by the Midland Railway Company with W.H. Ashwell as agent.
Resident engineers: R.E. Wilson for the southern portion of the line and Edgar O. Ferguson for the northern portion.
Maximum number of men employed: 2,300.

<table>
<thead>
<tr>
<th>Navvy settlements</th>
<th>Settle:</th>
<th>Ribblehead:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Runley Bridge</td>
<td>Battye Green</td>
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<td></td>
<td>Goldlands</td>
<td>Battye Wife</td>
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<td></td>
<td>(Goldielands)</td>
<td>Hole [74]</td>
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<td></td>
<td>Marsfield</td>
<td>Inkerman</td>
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<td></td>
<td>Ashfield</td>
<td>Sebastopol</td>
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<td></td>
<td>Oxgang Huts</td>
<td>Belgravia</td>
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<td></td>
<td>Stainforth</td>
<td>Jericho [2]</td>
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<td></td>
<td>Row Huts</td>
<td>Tunnel Huts</td>
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<td></td>
<td>Selside [18]</td>
<td>Blea Moor [13]</td>
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<tr>
<td></td>
<td>Ashes</td>
<td>Dent Head [31]</td>
</tr>
<tr>
<td></td>
<td>Salt Lake</td>
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<tr>
<td></td>
<td>Other [3+11]</td>
<td></td>
</tr>
</tbody>
</table>

Contract No. 2. Dent Head to Smardale viaduct. 17 miles.

Awarded to Messrs Benton and Woodiwiss November 1869, at £334,880.
Contractor’s agent: James Hay.
Resident engineer: John S. Storey.
Maximum number of men employed: 1,400.

<table>
<thead>
<tr>
<th>Navvy settlements</th>
<th>Arten Gill</th>
<th>Incline Huts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cowgill</td>
<td>Far Ground</td>
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<tr>
<td></td>
<td>Pavilion [2]</td>
<td>High Coklaede</td>
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<tr>
<td></td>
<td>Garsdale/Garsdale Head</td>
<td>Smardale Gill [9]</td>
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<td></td>
<td>Moorcock/Moorock Quarry [7]</td>
<td>Shorgill</td>
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<td></td>
<td>Lunds [4]</td>
<td>Sycamore Trees</td>
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<td></td>
<td>Ais Gill Moor Huts [9]</td>
<td>Outhwaite</td>
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<td></td>
<td>Hell Gill</td>
<td>Toll Bar</td>
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<td></td>
<td>Ings Huts</td>
<td>Castlethwaite</td>
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<tr>
<td></td>
<td>Moor Rigs</td>
<td>Southwaite</td>
</tr>
</tbody>
</table>

Appendix 10 – 1
Contract No. 3. Crosby Garrett tunnel to New Biggin. 15 miles.

Awarded to Joseph Firbank March 1870, at £278,813.
Contractor’s agent: J. Throstle.
Resident engineer: Jesse Drage.
Maximum number of men employed: 1,500.

Navvy settlements:
- Crosby Garrett – Balaclava Huts [27]
- Gallansey Huts [12]
- Helm [36]

Town Head

Contract No. 4. Crowdunle viaduct to Petteril Bridge. 24 miles.

Awarded to Messrs Eckersley and Bayliss 23 April 1870, at £329,905.
Contractor’s agents: J. Lambert and E. (S.?) Williams.
Resident engineers: John Allin (Allen?), Samuel S. Paine and Dr Head.
Maximum number of men employed: 1,600.

Navvy settlements:
- Culgaith [11 + 2]
- Langwathby [3]
- Little Salkeld * [4+8]
- Little Salkeld - Hunsonby & Winskill*
- Lazonby [8+3]
- Lazonby – South and North

Terrace Huts
- Baron Wood Huts [8]
- Armathwaite [2]

- Dry Beck [2+7]
- Low House [4]
- Cumwhinton [2]
- Scotby [2]

* Because the parish boundary runs through Little Salkeld station, it is thought that
the navvy camp here was possibly located on the site of what became the station
yard. The 1871 Census records huts in both parishes, possibly on both sides of the
parish boundary but essentially at the same location. (Lydia Gray, Private communi-
cation)

Contract No. 5. Hawes Junction to Hawes. 6 miles.

Awarded to Messrs Benton and Woodiwiss mid-1871, at £83,913. 12s. 6d.
Contractor’s agent: James Hay.
Resident engineers: Frank Lynde and Edward Newcombe.
Maximum number of men employed: 350.

Navvy settlements:

The total estimated cost of the line (all five contracts) was £1,375,829.
The final cost was more in the region of £3.5m.
In view of the interest shown in the construction of the Settle-Carlisle line, the following is a list of resources which may be of use to the serious researcher.

**SOURCES OF FACTUAL MATERIAL RELATING TO THE BUILDING OF THE LINE, NAVVY SETTLEMENTS, ETC.**

1. **PRIMARY SOURCES**

   Contemporary accounts of the progress during construction and incidents – local newspapers such as Lancaster Guardian, Westmorland Gazette, Appleby and Kirkby Stephen Herald, Daily News (26 and 29 October 1872). There are plenty of others. 

   Contemporary article in *Chambers' Journal of Popular Literature and Art* 480, March 1873, pp. 157-160 “A Navvy Ball” (Anon.).


   MR Construction Committee Minutes and Reports.

   MR engineers' drawings of structures and Land Plans. *(Many still in use by Network Rail; also copies in the archives of the Midland Study Centre and FoSCL)*

   Accounts and Diaries of missioners serving the navvy settlements.

   Ecclesiastical Parish Registers – Baptisms, Marriages and Burials. *(Copies available at County Record Offices and elsewhere, some have been transcribed and published.)*

   1871 Census Records, taken on the night of 2 April. Includes parishes along the line in Yorkshire West Riding, Westmorland and Cumberland. *(Available at County Record Offices, Libraries and on-line by subscription)*

   Contemporary photographic records (sparse)
   1. NVM Digital Collection (CD-ROM)
   2. British Rail/Network Rail Collection
   3. Private collections.

   Archaeological evidence
   - air photographs
   - visible remains
   - LIDAR images (several are available, some by subscription; on some, vital sections of the line have for some reason been redacted! The YDNP has commissioned a survey of the National Park and this should show details of the line and adjacent areas if the images can be accessed.)

2. **SECONDARY SOURCES**

   Reports and analyses of Census records, Parish Registers, etc.

   **Published works**, including maps and site plans, of the construction period, including the following:


Articles:


Research Studies:


Paintings and illustrations depicting navvy life may offer an interesting perspective.

NAVNY SETTLEMENTS: RIBBLEHEAD TO DENT HEAD 1870s

The names of the various settlements appear scattered in several contemporary publications and it is often difficult to determine precisely where these were situated. Some settlements were in use longer than others.

Contract No. 1 saw the greatest concentration of engineering major works and the building of these inevitably involved the employment of the largest workforce and the construction of the greatest density of temporary settlements or ‘shanty towns’ along the entire line.

The account published in The Lancaster Guardian for 10 August 1872, fortuitously at the height of the construction period, provided the best clue of the location of most of the settlements in the Ribblehead and Blea Moor area relative to each other, and was appropriately dubbed ‘The Rosetta Stone’ by Bill Mitchell when he and I were researching the shanty towns in the mid-1970s. Further research of contemporary accounts has authenticated the details provided here and added further understanding of this aspect of construction, summarised in the plans shown below.

Appendix 10 - 5
<table>
<thead>
<tr>
<th>SETTLEMENT</th>
<th>1870-1876</th>
<th>1871</th>
<th>1871</th>
<th>1872</th>
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<tr>
<td>Dent Head</td>
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<td>Dent Head</td>
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</tbody>
</table>

### Appendix 10-6
Supposed locations of navvy settlements between Ribblehead and Dent Head.

*Revised to 2017. © Nigel Mussett*

Appendix 10 - 7
Victorian railway workings at Ribblehead 1870s.

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