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Contents

A Great Day Out: Cambridgeshire's Horticultural Summer Shows 1870-1914

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During the period 1880-1914 the city and county developed an extensive network of local horticultural societies which held summer shows. These shows not only highlighted the popularity of gardening, fruit and vegetable growing among all sectors of society, they also incorporated other rural pastimes, a programme of athletic sports and forms of popular entertainment. They quickly became established as public holidays in their localities and also drew in large numbers of visitors, encouraged by the development of the local branch railway network and cheap excursion fares.

The idea of horticultural societies to promote the growing of flowers, fruit and vegetables in the county began with the establishment of the Cambridgeshire Horticultural Society in 1826, taking its name from the first such society formed in London in the early 19th century. The Cambs. Society held seasonal competitive shows in Cambridge Town Hall and later in college gardens, culminating in the 'Great Autumn Show' held in September. Membership of this was socially restricted although it did allow professional gardeners and nurserymen to join. This social distinction was also reflected in the organisation of the competition, with separate 'amateur' and 'cottage labourers' classes for exhibits and prizes.

The county society's focus was narrowly horticultural, although some form of entertainment took place in the evening. From the 1880s there was a rapid expansion in village and district horticultural societies which covered most of the county and new residential districts in the city. (See list). A competitive horticultural show held each summer remained the focal point. However, these shows included a wide range of visitor attractions, throwing much light on the sporting and leisure activities of the local population.

The Horticultural Show

This normally took place in the morning, the exhibits arranged in tents, grouped in amateur, cottagers, and open classes. Some societies had separate classes for local allotment growers and labourers. Prizes would be awarded for presentations of flowers, fruit and vegetables by a panel of judges appointed from outside the locality to ensure impartiality. Best practice was for exhibits to be numbered and the exhibitor's names (and corresponding numbers) registered in a 'Show Book' for subsequent identification of prize winners. The social distinctions in the organisation of the show reflected the late Victorian class structure, but were justified on the ground of ensuring fair competition between entrants with the same material resources.

Very often the show would have separate prizes for women for domestic crafts, such as needlework, knitting, baking and fruit preserving. Domestic honey making might also be included. Shows also had classes for children for wild flower arranging. Later in the day, there might also be a prize winning foal and pony show, or for pony and trap. Some of the larger societies held competitive shows of pigeons, rabbits and poultry, for local breeders to exhibit. The village horticultural societies looked to be as inclusive as possible, to draw the attendance of the widest number of local residents.

Athletic Sports

Some of the societies were organisationally linked to local amateur athletic clubs and unions, which held running and cycling races, ranging from short sprints to races over a mile or two, for male juniors and adults. The heats for these took place in the afternoon, with the finals taking place by early evening. Judging by the number of heats these were popular and well attended. Even where an amateur athletic union did not exist it was commonplace for the Show to include cycle and track races.

Entertainments

Tea, cakes and other refreshments were provided with the purchase of a ticket in 'monster' tents, where large numbers could be served at one sitting. Musical entertainment was provided throughout the day and late into the evening when dances were held. The local regimental bands and other brass and silver bands from local villages were hired for the event. The larger shows often had displays of fireworks in the evening and other forms of entertainment, for example acrobats, trapeze artists, ventriloquists, comedy acts and popular local singers.

Conclusion

It will be seen from the following list that a larger number of horticultural societies and shows were established in the last quarter of the 19th century. Evidence from local press reports indicates this movement peaked in the 1890s

and started a slow decline in the years before 1914. This was largely due to a saturated market, with too many shows leading to declining attendance. Some of the smaller societies folded temporarily, others disappeared. Nevertheless the summer show remained a firm date in the social calendar of most villages and in Cambridge with the 'Mammoth Show' maintaining this newly created tradition. The Summer Show was itself a popular leisure activity and treated as a local holiday. In an age before the cinema and the wireless, people had to make their own entertainment which took the form of a multitude of pastimes. The Summer Show provided a competitive focus for these activities. The Summer Shows also throw light on the growing popularity of athletic sports and cycling.

List of Horticultural Societies and shows in Cambridge and the county c.1870-1914

Babraham Show (est. 1890).
Barrington, Foxton, Orwell and Shepreth Horticultural Society (est. 1883).
Bottisham Horticultural Society.
Bourn, Caxton and Longstowe Flower Show.
Burwell Horticultural Society (est.1879).
Cambridge and District United Horticultural Society (est. 1905).
Cambridge Mammoth Show (est. 1904).
Cambridge Working Men's Cottage Garden Society (est. 1874).
Cherry Hinton Cottage Garden Society (est. 1888).
Chesterton St. Giles and St. Peter's Cottage Garden Society (est. 1872).
Chippenham and Snailwell Horticultural Society (est. 1890).
Coton Flower Show (est. 1900).
Cottenham Horticultural Society and Athletic Union (est. 1886).
Fen Ditton Cottage Horticultural Society
Fowlmere Show.
Fulbourn Horticultural Society.
Girton Flower Show.
Godmanchester Horticultural Society (est. 1886).
Great Shelford Horticultural Society (est. 1909).
Haddenham and Wilburton Show (est. 1889)
Histon and Impington Horticultural Society and Athletic Union (est. 1888).
Isleham Horticultural Society (est. 1882).
Linton Horticultural Society (est. 1877).
Littleport Horticultural and Poultry Society (est. 1881).
Madingley, Drayton, Hardwicke, Toft and Caldecote Flower and Vegetable Show.
Melbourn and Meldreth Horticultural Society (est. 1882).
Mill Road, Burwell and New Town Amateur Gardeners Association (est. 1874).
Newnham Croft, Grantchester and District Horticultural Society (est. 1902).
Romsey Town Flower Show (est.1910).
Sawston Horticultural and Livestock Show. Later Sawston and Pampisford Horticultural Society (est.1905).
St. Ives Horticultural Society (est.1876).
Soham Horticultural Society (est.1886).
Stapleford Flower Show (est.1888).
Waterbeach District Horticultural Society (est. 1874).
Willingham Horticultural, Dog, Poultry, Rabbit and Caged Bird Society (est. 1888).

Camping Closes and Stool Balls: Regional Games and the Community

Evelyn Lord

Introduction

'On Shrove Tuesday 1579 a match of football was played at Chesterton in Cambridgeshire between a village team and university students. It took place on the camping close next to Chesterton's parish church and the game turned into a violent brawl, with the students having to swim across the river to safety.'[1]

It was occasions like this that the authorities feared seeing the match as a breakdown in law and order. The church and Parliament legislated against such games, but in towns and villages these were an essential part of the fabric of the local community, fostering a sense of belonging and shared identity and a necessary way for the inhabitants to let off steam, either as a member of the local team, a spectator supporting the team, or gambling on the outcome of the matches.

Camping

'In meadow or pasture to grow more fine

Let campers be camping on any of thine.'

This couplet by Thomas Tusser in Five Hundred Points of Good Husbandry shows that camping was an accepted and useful part of rural life as it was thought that trampling firmed up the grass and prevented moles taking root.

Camping was an ancient East Anglian game, traced mainly through the field name camping close a special space in the village or town where camping matches took place. The requirements for a camping close were sufficient area for it to be grassed over as a pitch, and space for spectators. Seventy camping closes have been identified in Suffolk, 36 in Norfolk, 29 in Cambridgeshire and 14 in Essex. David Dymond suggests that Orwell in Cambridgeshire was the furthest west the game was played, and Canewden in Essex the furthest south. There are records of similar games being played elsewhere but this are never referred to as camping. [2] The camping close in Orwell Cambridgeshire still exists, and in the 1900s the Granta Football Club of Linton played its matches on the Camping Meadow in Back Lane. [3]

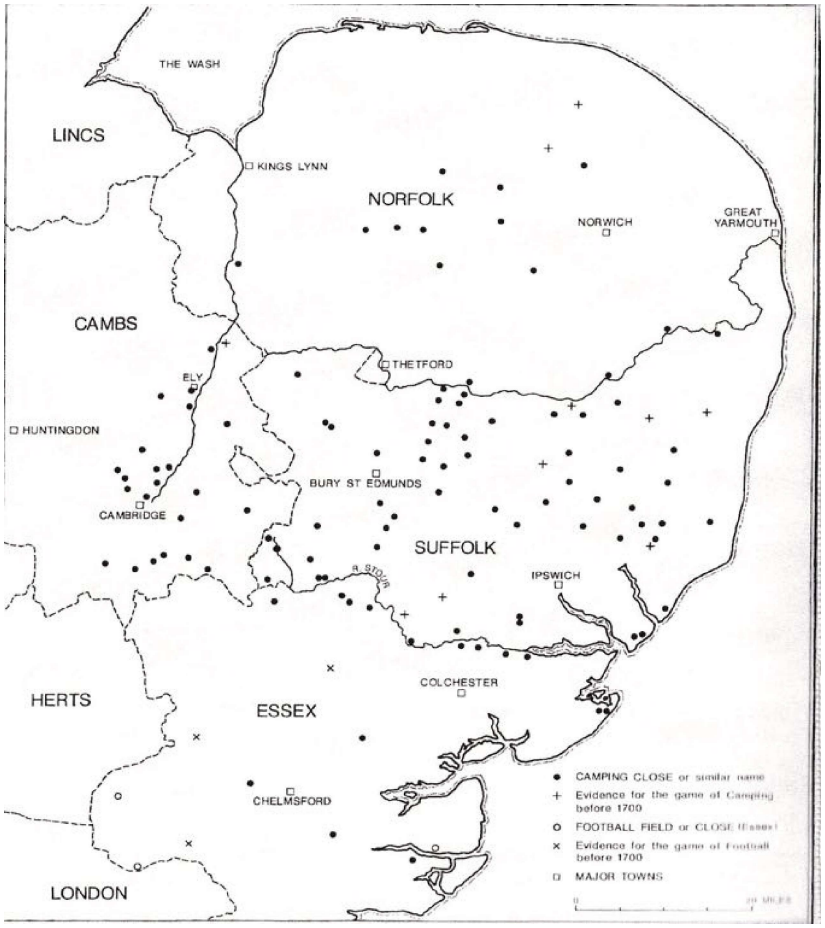

Figure 1 David Dymond's Map of the Location of Camping Closes Across East Anglia

Ontologically the word camp comes from the Anglo-Saxon meaning, battle, war or warrior, and Old English camp meaning champion.[4] It appears that the game often turned into a battle between two villages, or two districts of a town. Despite the violence encountered in a camping game David Dymond suggested that it might have started in the churchyard and been moved out into secular space, and perhaps originally had religious meaning being held on a religious feast day. It is true that many of these surviving unofficial games take place on Shrove Tuesday, however this does not necessarily mean a religious connection but it could be relative to carnival and a celebration before Lent. More evidence of how the game might have started comes from Malmesbury in Wiltshire where on Trinity Sunday, usually late May or early June neighbouring communities mounted raids on each other's churches to capture the village Trinity garlands. These raids often ended up as a free for all.[5]

Fig 2 Football at Asbourne in Derbyshire with a large ball probably similar to that used in a Camping Game

How was camping actually played? Details about the size of the pitch, where the goal posts were to be situated, how play commenced and if there were any rules or regulations for the early period are hard to establish and seem to have varied from location to location. What we do know is that the ball used was [6]large. In his poem 'Reynard the Fox' the medieval poet John Lydgate compared the breasts of a woman to a large camping ball.' Later evidence and experience in contemporary Shrove tide matches suggests that the ball could be carried, kicked or thrown, and that whoever had the ball was tackled by as many of opposing side as possible.

By the 18th century entrepreneurs had realised that camping could become commercial game to their profit, and innkeepers began to set up matches between villages, and as well as n inter-county match between Norfolk and Suffolk with 300 players, which took 14 hours to complete and resulted in several deaths. The village innkeepers were more circumspect, offered prizes to the winner, and formalised time-keeping deciding on an ultimate time for the game to last. Scoring was either the winning number of goals over the whole match, or whichever team scored the most goals in a set time.[7] A description by an early 19th century writer states that by that time the two teams were behind their goal lines, and the ball was thrown into the centre by a neutral by-stander, to be chased by the two teams. Dymond suggests that American football is the nearest modern game to camping, but clearly there are strong elements of rugby union in it.[8]

Gathering a crowd together ostensibly to watch a match was also a good excuse to create a riot, as happened on the Isle of Ely 1638 when crowds assembled at Littleport from villages across the Fens under the guise of a camping competition, but in reality to destroy new drainage works. In 18th century West Haddon in Northamptonshire, not a camping county, crowds gathered for a football match but in reality to pull up the fences of a new enclosures. The crowd was enticed to gather at West Haddon by an advertisement placed in the *Northampton Mercury* for a Foot Ball Play on 1st August for a prize of considerable value and another match on the following day. 'All Gentlemen Players are desired to be appear at any of the Public Houses in West Haddon, where they would be joyfully received and kindly entertained. [9] Football as social problem had reached modernity.

Camping continued into the late 19th century as part of everyday life in East Anglia, but was gradually replaced by games which did not result in death and injury. It as a game that was played (as far as we know) only by men. Stool Ball another regional game was played by men and women, and in mixed teams.

Stool Ball

' Young men and maids

Now very brisk

At barley break and

Stool Ball frisk'

Poor Robin's Almanac 1677 opposite April 6 and Easter Monday and Tuesday.[10]

Stool Ball was a game played in Surrey, Sussex and Kent, and it was not the boisterous free for all of camping. However, it was an ancient game, dating back to before 1500, and the quotation above with its Easter dates suggests that like camping there may have been a religious origin or connection.

Traditionally the game was started by milkmaids with the stool literally being their milking stool and the bat made out of the bittle or milk bowl used for serving the milk. [11]If as often suggested stool ball was the origin of cricket then the three legged milking stool transforms into a three stumped wicket nicely. More evidence that stool ball was the origin of cricket is that the dialect word for a stool is a cricket.[12]

However, if this was really started by milkmaids this suggests an area where dairying was the main agricultural occupation. The location of the earliest examples of the game is unknown, but by the 19th century it was played in all geographical areas of Sussex including coastal towns.

We know it was played in the East Sussex county town of Lewes. In the 16th and 17th centuries this town was radically Protestant, and a Puritan writer living in Lewes condemned all games but stool ball in particular 'all games if there is any hazard of loss are strictly forbidden but not so much as a game of stool ball for a Tansay or a cross and pile for the odd penny at a reckoning on pain of damnation'. Cross and pile is what we know as heads or tails, and a Tansay or Tansie Cake was a special confection sold on the second day of the Easter fair.[13]

Unlike camping no special place was set aside for stool ball. A match could take place on any flat grassy space. Bowling was overarm and the ball had to reach the batter without touching the ground. Scoring was made by running between the stools, set out across the area or by the batter sending the ball beyond the agreed boundary. The batter was out if the ball hit the stool the batter was defending, and the bat was the only defence the batter had against the ball. This is all very similar to cricket, but my mother who played stool ball in Sussex in the early 1930s said it was more like rounders than cricket, and settlers from the area may have taken the game to North America as it is similar to baseball.

Figure 3. 19th century illustration of stool ball

Another difference between camping and stool ball is that stool entered into polite society and literature and became seen as an element of courtship. In Robert Herrick's *Hespirides* of 1648 Lucia is invited by the poet to play stool ball.

'At stool-ball, Lucia let us play

For sugar -cakes and wine;

Or for a Tansie let us play

The loss be thine or mine

If thou my dear, a winner be

At trundling of the ball,

The wager those shalt have, and me

And my misfortunes all.[14]

It even got definition in Samuel Johnson's Dictionary. ' it is a play where balls are driven from stool to stool' a rather inaccurate definition as it was the player which went from stool to stool.[15]

Similar to camping matches were played between rival villages and in 1797 the first inter-county match took place between Kent and Sussex on Tunbridge Wells common. However, East and West Sussex played to different rules until these -were codified into one common set in 1881. By that time teams were wearing favours and colours to identify them. In inter-county matches blue was the Sussex colour, and pink the Kentish. Like football teams today stool ball teams began to take on nicknames, for example the Glynde Butterflies, Chailey Grasshoppers, or the Eastbourne Seagulls.[16]

Stool ball continued into the 20th century. In 1979 the National Stool Ball Association was formed changed in 2008 to Stool Ball England. It spread outside the south-east was probably the result of agricultural workers hit by the agricultural depression of the 1890s moving into industrial areas.

Although camping does not appear to have spread northwards in the same way similar games were played in other towns and villages, Ashbourne in Derbyshire for example and Kingston Upon Thames in Surrey. Similar games to stool ball also existed elsewhere such as a game called knaurs or knocks in Yorkshire which was a game of a ball hit with sticks called landys. [17] Other games peculiar to different localities include hurling and wrestling in Cornwall and Cumberland, and unique games such as the Hood game in Haxey, Lincolnshire.

All of these games were part of belonging in a particular community and preserving its identity. Although we do not know the identity of the players it is clear that for a violent game like camping the players were drawn from the working males of the village or town rather than the middling society or the elite, and if indeed stool ball started with the milkmaids again this is the working section of society. All part of the community. Today the preservation of the identity of where you live can still be seen in the 'uppers and downers' of the Ashbourne Shrove Tuesday football match, and in the two rival Bonfire Societies in Lewes Sussex. James Etherington writes of the latter that these annual festivities provide opportunities for expressions of community identity and strong affinity with local neighbourhoods.[18] This must have been true of the camping matches across East Anglia and the stool ball competitions in Sussex, Surrey and Kent.

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13 Halliwell pp. 282, 811, 850

14 Halliwell p. 811

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Railways, Leisure and Sport

Part 1: Holidays and Day Trips

Tony Kirby

> 'There are some fields near Manchester, well known to the inhabitants as "Green Heys Fields", through which runs a public footpath to a little village about two miles distant. In spite of these fields being flat and low, nay, in spite of the want of wood (the great and usual recommendation of level tracts of land), there is a charm about them… You cannot wonder, then, that these fields are popular places of resort at every holiday time; and you would not wonder, if you could see, or I properly describe, the charm of one particular stile, that it should be, on such occasions, a crowded halting-place'.

So begins Elizabeth Gaskell's novel *Mary Barton* (1848): an idyllic start to a story that is soon to descend into abject misery. For the working-class inhabitants of the new industrial towns, a country walk was one of the few leisure opportunities available, and the towns were still small enough to make this possible. The old leisure pursuits of the village had been left behind, and there was little else (other than the public house) to take their place, and being so often connected with the agricultural and/or religious calendar they would have had little meaning for the first generation of town dwellers [1].

By 1900, things were very different and it would be no exaggeration to say that there had been a 'Leisure Revolution', which was to continue to gather pace into the 20c. Four factors contributed to this:

- Firstly, an there was **an increase in working class purchasing power**: real wages rose by one-third between 1850 and 1900, and although there was stagnation (or even decline) in the years before the First World War, they continued to increase – in Southern England at least – in the inter-war years, giving people disposable income to spend on holidays, days out, sports, hobbies and other leisure pursuits.

- **People had more free time**: a 54-hour working week was standard in most industrial occupations by 1880 (although some groups, such as shop assistants, were still working far longer hours). The Bank Holidays Act of 1871 made Easter Monday, Whit Monday, the last Monday in August and Boxing Day public holidays and in the textile-manufacturing towns of the North 'Wakes Weeks' were firmly established by the 1880s, as employers recognised the advantages of closing mills for one or two weeks to facilitate the overhauling of machinery or the installation of new equipment. The custom spread as far south as the East Midlands: in Leicester 'July Fortnight' continued until the 1970s and was marked by a mass exodus to the East Coast, and especially to Skegness and Sheringham [2].

- **Leisure became commercialised**: the first signs of this emerged in the 1840s with the foundation of what was to become Thomas Cook & Son, the world's first travel agency (see below). Commercialisation rapidly spread into other leisure areas, most notably in the licensed trade from the 1880s onwards with the growth of the 'tied house' system, the entertainment industry (theatre and – in the 20c - cinema chains) and at the seaside (amusement parks such as 'Dreamland' at Margate and the Blackpool Pleasure Beach.

- **New means of transport** - railways in the 19c, coaches and the private car in the 20c – brought new opportunities for leisure to a mass market for the first time: it is these that this article attempts to explore, although it only scratches the surface of what becomes a more complex pattern of cause and effect the more one investigates. It confines itself to holidays and day trips; Part 2 (to follow) looks at broader leisure patterns and especially the rise of organised sport.

Transport and the Seaside

Seaside resorts pre-date the era of mass transport, emerging in the post-Restoration period as rivals (for the well-off) to the established spas such as Bath, Epsom and Tunbridge Wells and offering (it was claimed) the same health benefits. The first was Scarborough, where in the 1660s Dr John Wittie, a local physician, argued that sea-bathing, coupled with the town's mineral spring (the 'Spaw') was an ideal restorative and cure for practically every known complaint, from gastric troubles to the 'Black Jaundice' and loss of libido

[3]. Celia Fiennes visited Scarborough in 1697 and found it 'a very pretty Sea-port town', although there was little to do: 'All the diversion is the walking on the sand twice a day at the ebb of the tide and till its high tide'. She seems not to have bathed, but took the spa waters 'which leaves a brackish and saltness which makes it purge pretty much' [4].

It took a little while for sea-bathing to become established, but from these humble beginnings a major industry started to develop in the 18c, as those who could afford the time and money (the gentry and aristocracy, plus an increasing number of middle-class professional families) started to visit the seaside as well as spas, and the new artistic concepts of the 'sublime' and the 'picturesque' led to the coast being appreciated in its own right rather than simply as a health resource. So hitherto unknown places acquired a new prominence, such as Walton-on-Naze which by 1839 had 'become the resort of a considerable number of genteel visitors, including respectable families, for whose accommodation an excellently-conducted hotel has been provided, together with a number of lodging houses' and for those unwilling or unable to have a dip in the sea there were three 'bath houses', one of which also offered 'Subscription, News and Billiards Rooms'.

Access to the new resorts was chiefly by road, aided by the 18c development of the turnpike system, visitors travelling either by coach or hiring a succession of post-chaises from inns along the route. Walton in 1839 was served by two stage coaches a day to and from Colchester and also – importantly – the steam packets *Albion* and *Ipswich* which called at the 'convenient pier of wood, upwards of two hundred feet in length' four time a week en route from London to Ipswich [5]. The advent of steamships marks the first time that large numbers of people could be carried to resorts, particularly those on the Thames Estuary, where they were introduced in 1815 to take Londoners to Gravesend, in its brief incarnation as a leisure destination, later being extended to serve Southend, Herne Bay and Margate. By 1840 Gravesend had two piers to handle the steamers, with the Clifton Baths (hot and cold) offering an alternative to a dip in the Thames, and the Rosherville Gardens, pleasure grounds opened in 1837 in a former chalk pit, with its ballroom, theatre, restaurants, bear pit and a variety of additional attractions including tightrope walking and balloon ascents [6]. Gravesend was within easy reach of London: it took some 7 hours to get to Margate (on a good day), but the return journey itself (which allowed about an hour in Margate) made a good day out, especially as by the 1830s the steamers offered a variety of on-board facilities 'to be compared to a London coffee house', including books, newspapers, cards, backgammon and unlimited alcohol. An indication of the volume of traffic is given by the receipts of the Margate Pier & Harbour Company, which rose from £21,931 in 1815-16 to £105,625 in 1836-36 [7]. Some other estuaries saw the same development: from Liverpool by 1850 boats sailed to the Wirral peninsula, North Wales and the Isle of Man.

The steamer trade survived the coming of the railways, and was even aided by them: the opening of the London, Tilbury & Southend Railway to Tilbury in 1854 enabled East Enders to take a quick trip by train to this completely new port and then get a steamer to Margate or Ramsgate. Steamer travel was not without its dangers, and on 3 September 1878 the Thames saw its worst-ever disaster when the SS *Princess Alice*, returning from Sheerness (another popular early resort) to London collided at Gallion's Reach with the collier *Bywell Castle*. About 700 people died (the exact number remains unknown), the high death toll being exacerbated by the collision occurring at the outfall of the Northern Outfall Sewer [8]. In spite of this, these combined rail/sea excursions remained popular for decades afterwards, and continued until at least the 1950s [9].

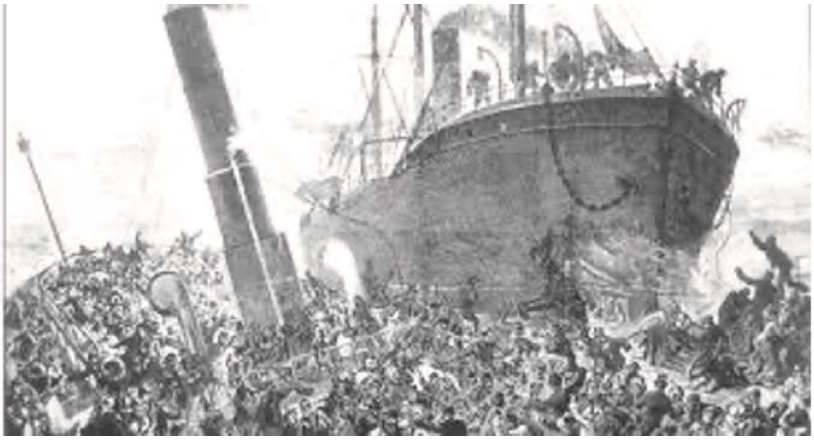

Figure 1: the collision of the 'Princess Alice' and the 'Bywell Castle', as imagined by a contemporary artist (Courtesy of Greenwich Industrial History)

But it was, of course, the railways that made access to the seaside available to far more people, reinforcing the expansion of the existing resorts, nearly all of which were rail-served by 1850 and encouraging landowners to develop new ones thereafter, such as Henry L'Estrange's New Hunstanton (which had actually been started in 1842, but did not start to grow until the arrival of the railway in 1862). Railway companies themselves were active here: Saltburn was the creation of the Stockton & Darlington railway (its relatively sober ethos reflecting the Quaker values of its promoters) and Cleethorpes (anything but sober) of the Manchester, Sheffield & Lincolnshire, enthusiastically supported by the area's other major landowner, Sidney Sussex College [10]. But until the late 19c the seaside holiday as such was the preserve of the upper and middle classes, although there were exceptions: the relatively high family incomes in the textile areas of Lancashire and the West Riding meant that a week at a seaside boarding house was affordable and could be budgeted for by weekly contributions to a 'going-off club' [11]. In other industrial areas, where although individual male earnings might be quite high, the lack of female employment opportunities meant that a holiday, as such, was not affordable. So the coal-miners of South Yorkshire, for example, or the iron workers of Middlesbrough had to be content with day trips to the nearest resorts: Bridlington and Scarbrough for the miners, Redcar or Marske-on-Sea for Middlesbrough families (they were not at first welcome a few miles further on at Saltburn). And so developed the great Victorian institution of the excursion train (see below) which was to be a major part of the railways' business (albeit of declining profitability) until the 1970s.

For the better-off, from the 1890s nearly all the railway companies offered a variety of 'Tourist Tickets', which gave passengers a discount on the ordinary fare to resorts, plus other inducements and – once they had arrived – what were usually called 'Runabout Tickets', giving unlimited travel over lines in the immediate area.

Transport and Inland Resorts

It was not just the seaside resorts that benefitted from the coming of the railways: so did many spa towns, the railways making accessible some that had hitherto been of only local importance, thanks to the Victorians' belief in 'hydrotherapy' as the 18c 'water cure' became known. These new spas started to eclipse the traditional ones: Bath lost its popularity and was the only major town in England not to increase in population in the second half of the 19c and became primarily a genteel retirement town [12]. Tunbridge Wells acquired something of the same character, but the opening of the South Eastern Railway's new direct line from Tonbridge to Chislehurst in 1868 led to it also developing as a commuter town (before this, the journey to London was very circuitous, via Redhill and Croydon).

Small spas multiplied rapidly from the 1850s, some almost forgotten today, such as Hovingham in North Yorkshire, which never managed to achieve real success in spite of acquiring a station in 1851. Lists of visitors were printed in the local newspaper, the *Malton Messenger*, for a few years thereafter, and only a handful of families were recorded, staying either at the local inn (the 'Worsley Arms') or in lodgings, and it remains a small village today. Equally off the beaten track, but ultimately more successful, was Woodhall Spa in Lincolnshire, where mineral springs rich in iodine and bromide were discovered during an unsuccessful search for coal. The railway arrived in 1855 in the shape of the Horncastle branch and what had been merely a hamlet had become a small town by the 1880s, with through carriages from King's Cross for the invalids who (it was said) arrived hobbling but nailed their crutches to the bath-house door before leaving (Fig 2) [13]. The spa itself declined in popularity in the late 19c, but the town achieved new success as a golfing centre and minor resort by 1914 (see Part 2).

At the other end of the scale, the railways created (or at least helped) the growth of what were to become major inland resorts, notably Matlock (Derbys), promoted by the Midland Railway as 'Little Switzerland' and Harrogate, where the new central station of 1862 formed the centre of the town that grew up between the previously-separate villages of High and Low Harrogate.

The railways also opened up areas which had previously been relatively difficult to reach or explore, such as the mountains of North Wales and the Lake District, thanks to Cockermouth, Keswick & Penrith Railway (1865) which opened up the interior to visitors and the Furness Railway, which served the southern Lakes and by the early 20c ran an extensive programme of day and half-day tours by wagonette (later charabanc).(Fig 3). As yet, fell-walking and mountaineering were in their infancy, and most visitors to the Lakes obviously preferred these more sedentary means of sight-seeing. Famously, Wordsworth had

Figure 2: The former Bath House, Woodhall Spa, 2010 (Author)

raged against the intrusion of the railway into his beloved landscape (as Ruskin did when the Midland Railway drove its new Derby – Manchester main line through the Peak) and it was partly his opposition that led to the Kendal & Windermere Railway being forced to terminate at the insignificant hamlet of Birthwaite, two miles from the lake itself, rather than Ambleside, its original objective. The name 'Windermere' was however adopted by the small town that grew up around the station, creating confusion in the minds of some visitors that persists to this day [14].

Day Trips

Excursion trains were pioneered by the Liverpool & Manchester Railway which shortly after its opening in 1830 ran a Sunday School excursion from Manchester to Liverpool, thus introducing what was known until the 1970s the 'guaranteed excursion': this meant that an individual or organisation hired a train for an agreed sum and took responsibility for filling the seats. The first person to take full advantage of this was Thomas Cook, a young Leicester wood-turner and secretary of the South Midland Temperance Association, who organised an excursion from Leicester to a temperance demonstration at Loughborough on 5 July 1841: the fare was 1/- return, and 570 passengers were carried. Its success encouraged him to organise further excursions and in 1845 to launch the business that by 1870 was organising trips to Europe, Egypt and Palestine and was to become synonymous with travel until its collapse in 2019 [15].

11

FURNESS RAILWAY.

FURNESS ABBEY FROM THE CLOISTERS.

20 Rail, Coach, & Steam Yacht

TOURS THROUGH LAKELAND

EVERY WEEK-DAY

During June, July, August, and September.

The following Tours embrace the Chief Places of Interest in the Lake District.

No. 1—Outer Circular Tour, embracing Windermere Lake, Furness Abbey, and Coniston.

No. 2—Inner Circular Tour, embracing Furness Abbey, Coniston Lake, and Crake Valley.

No. 4—Middle Circular Tour, embracing Windermere Lake, the Crake Valley, and Coniston Lake.

No. 5—Red Bank & Grasmere Tour, *via* Ambleside and Skelwith Force.

No. 10—Round the Langdales and Dungeon Ghyll Tour, *via* Ambleside, Colwith Force, Grasmere, and Rydal.

No. 13—Five Lakes Circular Tour—namely, Windermere, Rydal, Grasmere, Thirlmere, and Derwentwater.

No. 14—Wastwater Tour, *via* Seascale and Gosforth. Churchyard Cross, A.D. 680.

No. 15—Six Lakes Circular Tour—namely, Windermere, Rydal, Grasmere, Thirlmere, Derwentwater, and Ullswater.

No. 16—Duddon Valley Tour, *via* Broughton-in-Furness, Ulpha, and Seathwaite.

No. 20—George Romney's Early Home (1742 to 1755) Walney Bridge and Island, and Furness Abbey Tour, *via* Sowerby Wood (New Tour.)

From May 1 to September 30 TOURISTS' WEEKLY TICKETS are issued between certain groups of Stations at low rates, enabling the holders to make an *unlimited number of journeys for seven days.* Combined Cycle Tickets are also issued in connection with these Tickets.

For further particulars see the Company's Illustrated Tours Programme, to be had gratis at all Furness Railway Stations; from Mr. A. A. Haynes, Superintendent of the Line, Barrow-in-Furness; and at Messrs. Thos. Cook & Son's Offices; also at the principal Booksellers.

PICTURE POST-CARDS of the Lake District (8 Coloured Series), 6 Cards, 3d. REAL PHOTO POST-CARDS, Series 9, 10, and 11, Coniston and Windermere Lake Steamers, 6 Cards, 4d. New Series, 14 and 15, Furness Abbey, 16 and 17, Furness Abbey Hotel, 6 Cards, 6d.; Series 12 and 13, after George Romney's Pictures, 6 Cards, 8d. New Series in preparation—Furness Railway Rolling Stock. The above Post-Cards may be obtained at Furness Railway Station; and on the Company's Steamers; also at Furness Abbey Hotel and the principal Booksellers.

BARROW-IN-FURNESS, 1911. ALFRED ASLETT, *Secretary and General Manager.*

Figure 3: Furness Railway advertisement, 1911, from the generic advertising supplement included in Nelson's 'Thorough Guide' series, issued periodically until the First World War.

The railways themselves were quick to recognise the possibilities of excursion trains, especially on Sundays when due to the sparsity of scheduled trains locomotives, crews and rolling stock were available and could be put to productive use, although some remained aloof: the London & North Western Railway regarded them as incompatible with its self-proclaimed status as 'the Premier Line' and ran few if any

throughout the 19c. Special events called for special trains; the tiny Bodmin & Wadebridge Railway ran three from Wadebridge for the execution at Bodmin Gaol of the Lightfoot brothers, local men who had murdered a Wadebridge merchant [16]. On a happier note, flower and agricultural shows (especially the Royal Show), regattas and race meetings (see Part 2) brought their crop of excursions, but it was the seaside that attracted the most. Cambridge's first excursion ran on 22 September 1845 (two months after the opening of the railway) to Yarmouth: it was reported that when the doors of the station were opened, 'the crush for tickets was almost overpowering'. 530 people travelled [17].

The destinations of excursions (and day trips by ordinary trains) tended to follow a set pattern, which to some extent is still discernible today: towns within easy striking distance of the coast tended to have their own favoured resorts. Norwich had Yarmouth (and to a lesser extent, perhaps, Lowestoft, which was developed in the 1850s by Sir Samuel Morton Peto); Ipswich Felixstowe, Colchester Dovercourt (another new resort of the 1850s). Some were lucky enough to have the sea almost on their doorsteps: Sunderland had Roker and Marsden (although the local colliery companies' practice of tipping shale over the nearest cliff edge rather dampened their attractions), and Newcastle Tynemouth and Whitley Bay. The earliest example of this symbiosis of town and nearby resort was the Oystermouth Railway, which built a line along Swansea Bay to Mumbles in 1806 and from 1807 provided horse-drawn passenger coaches, thus becoming the very first passenger-carrying railway in the world [18].

For towns further inland, broader day trip patterns were dictated partly at least by railway geography and politics: so far as possible, railway companies kept their excursions to their own lines, to reap the maximum financial benefit: running over another company's lines would involve paying access charges, a pilotman to accompany the engine crew and a relief guard, as 'foreign' crews could not be expected to 'know the road'. Cambridge was an exception to this, all the lines to the coast being under the control of the Great Eastern Railway. For 20 years or so, Yarmouth was the favoured destination for all classes but by 1900 excursions and cheap tickets were being offered to Hunstanton, Cromer and Clacton (the latter was a popular Sunday destinations down to the late 1950s, the trains being unusually routed via Halstead to reach Colchester, rather than the more usual route via Long Melford).

Figure 4: Memories of happy days: an unkempt B1 4-6-0 approaches Malton with the 08.34 (Saturdays Only) Wakefield - Scarborough, July 1966. In spite of its external appearance, the engine is in good mechanical condition (Author)

Other towns had choices, with railways competing for custom: so from Leeds, the most popular destinations were Scarborough and Morecambe, both of which could be reached by the lines of one company (the North Eastern and Midland respectively). Scarborough was particularly popular, because of the direct and fast route (the journey took about 90 minutes), the only complication being threading excursion traffic through York. Morecambe took longer – about two hours – but the journey up the Aire Valley, through the 'Skipton Gap' and then down the Lune Valley was more scenically attractive and it must be said (with a degree of reluctance) that the view from the seafront at Morecambe of the Lake District mountains across the bay was better than anything Scarborough could offer.

Bradford, a few miles west of Leeds, is an interesting contrast. Here too, Morecambe was popular, as the Midland served the city as well by a spur from Shipley and had a certain prestige as the home of many of its most prosperous merchants (the morning and evening 'Residentials' from the coast in the morning and back in the evening remained prestigious trains into the 1950s). The Midland ran from Forster Square station; a few hundred yards to the south lay Bradford Exchange, owned jointly by the Great Northern and Lancashire and Yorkshire Railways, the latter having complete control of the line from here to Preston and jointly with the L&NWR from Preston to Blackpool. So Bradford residents had perhaps more choice than most and Blackpool was certainly the favoured working-class destination, as it was for the inhabitants of the towns en route such as Halifax, Sowerby Bridge and Todmorden.

The number of people travelling by excursion train were immense, and dwarfed those carried by the steamers: over the Easter weekend 1844 15,000 people went from London to Brighton, one train consisting of 40 carriages hauled by four engines. Dealing with large numbers of passengers and trains became an increasing problem for the railways as the century wore on, solved by expanding resorts' stations and sometimes providing special platforms for excursion traffic. In addition to this a growing number of people were now able to take longer breaks, usually of a week: it was estimated in 1911 20% of the population were booking seaside holidays [19]. Some hotels offered short breaks for the better-off, but for most people it was the boarding house or a small private hotel, which almost invariably insisted on a week's booking, with Saturday being the 'change-over' day, a pattern which persisted into the 1960s. In consequence, Saturdays saw large numbers of extra scheduled and timetabled trains, the usual pattern being departures for the home-going from the resort in the morning, arrivals from lunchtime onwards, the volume of traffic often stretching the railways to breaking point. Time-keeping went by the board, but young railway enthusiasts (including your author) were delighted by the constant procession of trains to and from the coast and the appearance of locomotives from distant parts of the system.

Scarborough illustrates how railway facilities grew: the original three-platform station of 1845 (today's Platforms 3 – 5) was proving inadequate as traffic grew, and two additional platforms (today's 1 and 2) were added in 1883, with palatial waiting rooms and equally palatial toilets . In 1902 four further platforms were added by converting the adjoining goods shed to passenger use, although these were too short to accommodate anything other than purely local trains. In 1908 Scarborough's problems were finally solved by the opening of a completely separate station, Londesborough Road (originally known as Washbeck Excursion Station), which could handle 15 coach trains at its two platforms, accompanied by the provision of new carriage sidings [20]. By the 1960s this accommodation was excessive, being used for only 10 weekends in the year, and Scarborough's railways were drastically pruned in the 1970s.

Not all resorts were as successful as Scarborough, in spite of their transport links. Some completely failed to take off, such as Ravenscar in Yorkshire, and others never lived up to expectations and ended up with a gross over-provision of railway facilities. The best example of the latter is the NE Norfolk coast between Cromer and Yarmouth and Yarmouth and Lowestoft, which it was hoped in the late 19c would replicate the success of Cromer and Sheringham. A branch from North Walsham to Mundesley was opened in 1898 and extended to Cromer eight years later, with a very large station at Mundesley and smaller but still elaborate ones at Overstrand and Sidestrand: but the crowds never came. The Yarmouth – Lowestoft line (1903) again had spacious stations at place such as Hopton-on-Sea, with land purchased to enable further expansion as traffic grew. Except for a brief period in the 1950s when holiday camps started to develop along this stretch of coast and the 'Holiday Camps Express' ran from Liverpool Street to Gorleston to serve them, traffic was minimal, and the caravan parks that overtook the holiday camps in popularity were, of course, dependent on the private car [21].

For most people, the seaside trip was probably limited to two or three occasions in the year, one of least at which would probably be organised by a Sunday School (eligibility depended on regular attendance). Most day trips – or afternoon trips as the Saturday half-day became established for most industrial workers – were to places much closer at hand. Londoners were spoiled for choice, having a range of attractions at close hand, the Crystal Palace, moved from Hyde Park to Norwood in 1854, was for many years the prime attraction, the London, Brighton & South Coast Railway opening a station to serve it in the same year, with wide staircases and a grand subway of coloured brick and a glass and iron rook mimicking the architecture of the Palace (for first class passengers only) leading from it [22]. A second station (Crystal Palace High Level) was opened by the rival London, Chatham & Dover Railway in 1865, actually alongside the Palace itself, in 1864, but by this time its popularity was already waning, although large crowds were still handled for at (e.g) the annual Handel Festuvals (the *Messiah* performed by a cast of several hundred) and also

Figure 5: Scarborough station, 29 December 1977. The original platforms - now 3 to 5 - are in the middle distance, with George Townsend Andrew's train shed of 1845 just visible. This is one of the two surviving intact examples of the 'Euston Roof' (the other is at Holyhead). On the left are the excursion platforms (1 and 2), by this date shorn of their original overall roof, but retaining (against the wall) what is claimed to be (at 456 feet) the longest station seat in the world. Platforms 6 – 9 (the former goods shed) are rather hidden by the signal gantry. In the background can be seen William Bell's clock tower, added to the station in 1884 and still one of Scarborough's landmarks.

The constricted nature of the site is evident, on a hillside with the ground falling steeply below to the right to the exclusive residential area of 'The Valley' (Author).

when the FA Cup Final was played here, as it was from 1894 to 1914 (see Part 2 of this article). The LBSCR station survives, although shorn of some its architectural features; the LCDR one – in spite of electrification of the line in 1925 – struggled after the fire that destroyed the Palace in 1936 and became one of the few 'Southern Electric' lines to close, in January 1954.

North Londoners had a similar attraction closer at hand: the Alexandra Palace, opened in 1873 on Muswell Hill as a direct imitator of (and rival to) the Crystal Palace and using materials salvaged from the building that had housed the 1862 International Exhibition in South Kensington. The Great Northern Railway built a short branch from Highgate to serve it, with a station of astounding architectural insignificance (it might have looked better on one of the company's Lincolnshire branch lines) tucked away round the side. Although 'Ally Pally' (officially the 'People's Palace') was burned down within two weeks of its opening, it was rebuilt, re-opened in 1875, and at least until the First World War remained a popular venue, housing a concert hall, theatre, banqueting suite, art galleries and the like, with a swimming pool and race course in the grounds. The railway lost much of its patronage when trams reached the Palace in 1905, but nonetheless was scheduled for electrification under the London Transport New Works Plan of 1935, which involved the LPTB taking over the GNR's (now part of the LNER) 'Northern Heights' branches. Work on this scheme was well advanced on the outbreak of the Second World War, with conductor rails laid as far as the Palace, but was paused in 1941, never to be resumed; a token steam-hauled service continued until July 1954, when the line was closed [23].

Apart from the two Palaces and the major sporting events to be discussed in Part 2 of this article, Londoners had many other opportunities for days or half-days out, thanks to the railways (and from the late 19c trams

Fig 6: Scarborough Londesborough Road, 1911: passengers alight from an excursion. Informal dress was not yet an option at the seaside (North Eastern Railway Association)

Figure 7: Mundesley station, from a pre-First World War postcard. The lack of passengers is only too evident (Author's collection).

Fig 8: The River Nidd at Knaresborough, viewed from the castle in 1975. Niklaus Pevsner in 1961 called the viaduct 'one of the great railway crimes of England' (Author)

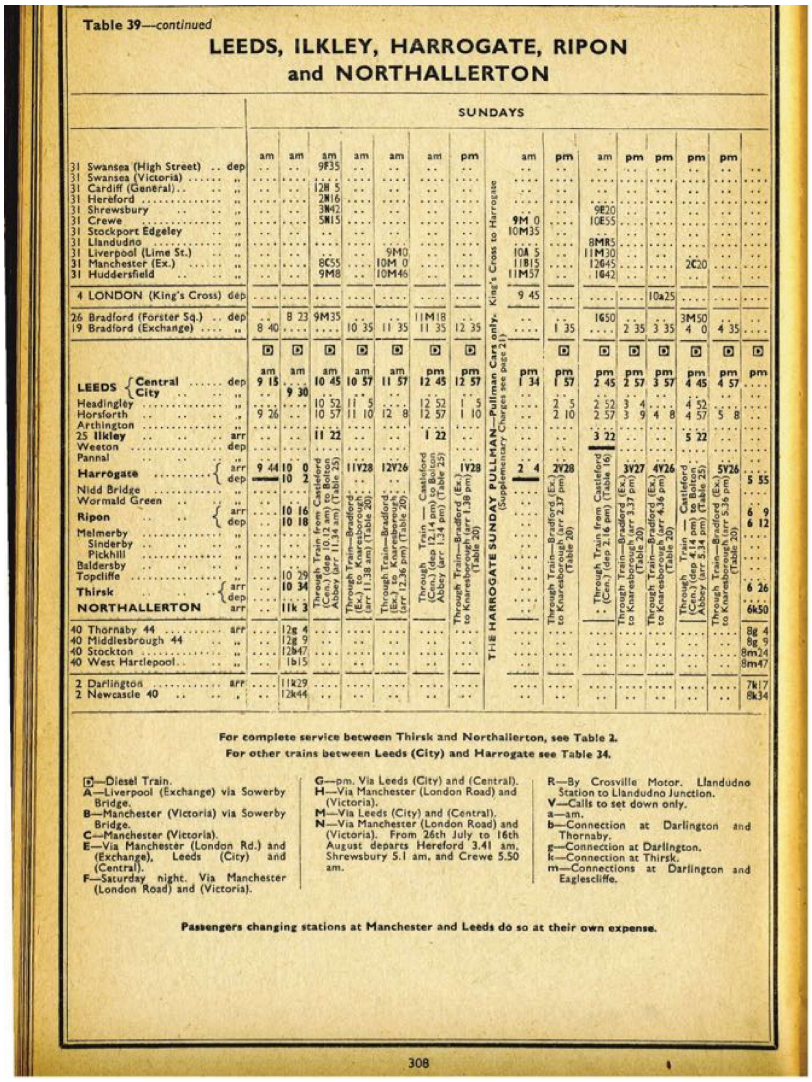

Table 39—*continued*

LEEDS, ILKLEY, HARROGATE, RIPON and NORTHALLERTON

SUNDAYS

31 Swansea (High Street) .. dep	..	..	9F35	..	..	..	..		..	..	..	..	..	..	..	..	..
31 Swansea (Victoria) .. "	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
31 Cardiff (General) .. "	..	..	12H 5	..	..	..	..		..	..	..	..	..	..	..	..	..
31 Hereford .. "	..	..	2M16	..	..	..	..		..	..	..	..	..	..	..	..	..
31 Shrewsbury .. "	..	..	3M42	..	..	..	..		..	..	..	9E20	..	..	..	..	..
31 Crewe .. "	..	..	5M15	..	..	..	..		9M 0	..	..	10E55	..	..	..	..	..
31 Stockport Edgeley .. "	..	..	..	..	..	..	..		10M35	..	..	..	..	..	..	..	..
31 Llandudno .. "	..	..	..	..	..	..	..		..	..	..	8MR5	..	..	..	..	..
31 Liverpool (Lime St.) .. "	..	..	..	..	9M10	..	..		10A 5	..	..	11M30	..	..	..	..	..
31 Manchester (Ex.) .. "	..	..	8C55	..	10M 0	..	..		11B15	..	..	12645	..	..	2C20	..	..
31 Huddersfield .. "	..	..	9M8	..	10M46	..	..		11M57	..	..	1642	..	..	..	..	..
4 LONDON (King's Cross) dep	..	..	..	..	..	..	..		9 45	..	..	..	..	10a25	..	..	..
26 Bradford (Forster Sq.) .. dep	..	8 23	9M35	..	..	..	11M18		..	..	..	1650	..	..	3M50	..	..
19 Bradford (Exchange) .. "	8 40	..	..	10 35	11 35	11 35	12 35		..	..	1 35	..	2 35	3 35	4 0	4 35	..
	◻	◻	◻	◻	◻	◻	◻			◻	◻	◻	◻	◻	◻	◻	◻
	am	am	am	am	am	pm	pm		pm	pm	pm	pm	pm	pm	pm	pm	pm
LEEDS { Central dep	9 15	..	10 45	10 57	11 57	12 45	12 57		1 34	1 57	2 45	2 57	3 57	4 45	4 57	..
LEEDS { City "	..	9 30	..	..	..	..	..		..	..	..	..	..	..	..	..	..
Headingley "	..	..	10 52	11 5	..	12 53	1 5		..	2 5	2 52	3 4	..	4 52	..	..	..
Horsforth "	9 26	..	10 57	11 10	12 8	12 57	1 10		..	2 10	2 57	3 9	4 8	4 57	5 8	..	..
Arthington "	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
25 Ilkley arr	..	..	11 22	..	..	1 22	..		..	..	3 22	..	..	5 22	..	..	..
Weeton dep	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
Pannal "	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
Harrogate { arr	9 44	10 0	11Y28	12V26		1Y28			2 4	2Y28		3V27	4Y26		5V26	..	..
Harrogate { dep	10	10 2	..	..		..			..	..		..	..		..	5	55
Nidd Bridge "	..	..	..	..		..			..	..		..	..		..	..	..
Wormald Green "	..	..	..	..		..			..	..		..	..		..	..	..
Ripon { arr	..	10 16	..	..		..			..	..		..	..		..	6	9
Ripon { dep	..	10 18	..	..		..			..	..		..	..		..	6	12
Melmerby "	..	..	..	..		..			..	..		..	..		..	..	..
Sinderby "	..	..	..	..		..			..	..		..	..		..	..	..
Pickhill "	..	..	..	..		..			..	..		..	..		..	..	..
Baldersby "	..	..	..	..		..			..	..		..	..		..	..	..
Topcliffe "	..	10 29	..	..		..			..	..		..	..		..	..	..
Thirsk { arr	..	10 34	..	..		..			..	..		..	..		..	6	26
Thirsk { dep	..	..	..	..		..			..	..		..	..		..	..	..
NORTHALLERTON arr	..	11k 3	..	..		..			..	..		..	..		..	6k	50
40 Thornaby 44 arr	..	12g 4	..	..		..			..	..		..	..		..	8g	4
40 Middlesbrough 44 "	..	12g 9	..	..		..			..	..		..	..		..	8g	9
40 Stockton "	..	12M47	..	..		..			..	..		..	..		..	8m	14
40 West Hartlepool "	..	1b15	..	..		..			..	..		..	..		..	8m	47
2 Darlington arr	..	11k29	..	..		..			..	..		..	..		..	7k	17
2 Newcastle 40 "	..	12k44	..	..		..			..	..		..	..		..	8k	34

THE HARROGATE SUNDAY PULLMAN—Pullman Cars only. King's Cross to Harrogate (Supplementary Charges see page 23)

Through Train from Castleford (Cen.) (dep 10 45 am) to Bolton Abbey (arr 11.34 am) (Table 25)

Through Train—Bradford (Ex.) to Knaresborough (arr 11.38 am) (Table 20).

Through Train—Bradford (Ex.) to Knaresborough (arr 12.36 pm) (Table 20).

Through Train — Castleford (Cen.) (dep 12.14 pm) to Bolton Abbey (arr 1.34 pm) (Table 25)

Through Train—Bradford (Ex.) to Knaresborough (arr 1.38 pm) (Table 20)

Through Train from Castleford (Cen.) (dep 2.16 pm) (Table 16)

Through Train—Bradford (Ex.) to Knaresborough (arr 2.33 pm) (Table 20)

Through Train—Bradford (Ex.) to Knaresborough (arr 3.37 pm) (Table 20)

Through Train—Bradford (Ex.) to Knaresborough (arr 4.36 pm) (Table 20)

Through Train — Castleford (Cen.) (dep 4.14 pm) to Bolton Abbey (arr 5.14 pm) (Table 25)

Through Train—Bradford (Ex.) to Knaresborough (arr 5.36 pm) (Table 20)

For complete service between Thirsk and Northallerton, see Table 2.
For other trains between Leeds (City) and Harrogate see Table 34.

◻—Diesel Train.
A—Liverpool (Exchange) via Sowerby Bridge.
B—Manchester (Victoria) via Sowerby Bridge.
C—Manchester (Victoria).
E—Via Manchester (London Rd.) and (Exchange), Leeds (City) and (Central).
F—Saturday night. Via Manchester (London Road) and (Victoria).
G—pm. Via Leeds (City) and (Central).
H—Via Manchester (London Road) and (Victoria).
M—Via Leeds (City) and (Central).
N—Via Manchester (London Road) and (Victoria). From 26th July to 16th August departs Hereford 3.41 am, Shrewsbury 5.1 am, and Crewe 5.50 am.
R—By Crosville Motor. Llandudno Station to Llandudno Junction.
V—Calls to set down only.
a—am.
b—Connection at Darlington and Thornaby.
g—Connection at Darlington.
k—Connection at Thirsk.
m—Connections at Darlington and Eaglescliffe.

Passengers changing stations at Manchester and Leeds do so at their own expense.

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Fig 9: the Sunday train service from Leeds and Bradford to Knaresborough, from the BR (North Eastern Region) Passenger Timetable, 15 June – 13 September 1959. Note also the trains from Castleford, the epicentre of the West Yorkshire coalfield, to Ilkley and Bolton Abbey, other favoured day trip destinations. Note also the 'Harrogate Sunday Pullman', carrying a rather different class of visitor(Author's collection).

and then buses). East Londoners had Epping Forest, served by the GER's Ongar branch of 1865. In 1912 it was noted that

> 'Special return tickets for Epping Forest are issued daily throughout the year from London and suburban stations. During the summer months well-appointed four horse carriages also start twice daily from Chingford station for drives through the Forest' [24]

For West Londoners, Kew and Richmond were within easy reach by the District Railway and the Thames Valley and Windsor by the Great Western. For South Londoners the North Downs were the most attractive option, Box Hill (served by the LSWR) a particularly popular destination. By 1900, between 4,000 and 5,000 day trippers would arrive at Box Hill and Dorking stations for a day out on Bank Holidays, with occasional much larger numbers, for example in August 1891 when 5,000 members of the United Society of Boiler Makers and Iron Shipbuilders descended on Box Hill in five special trains, returning to London that evening in varying states of intoxication. In the 20c, Box Hill's popularity continued to grow, reaching a peak in the immediate post-war years: Whit Monday 1947 saw 14,000 passengers alight at Box Hill and a further 12,000 at Dorking. In the 1950s, increased car ownership saw the traffic gradually dwindle to a mere trickle on fine weekends [25].

London was, of course, exceptional in the variety of leisure destinations, but all major towns and cities had their own favourites. Taking Leeds as an example again, within the city boundaries Roundhay Park and Kirkstall Abbey were accessible by tram and train respectively. Further afield but within 40 minutes' journey were Harrogate (up-market, of course, and offering few facilities other than a gentle stroll through the Valley Gardens) and a short distance further on Knaresborough, popular because of its dramatic situation in the valley of the River Nidd, overlooked by the popular vantage point of the Norman castle,

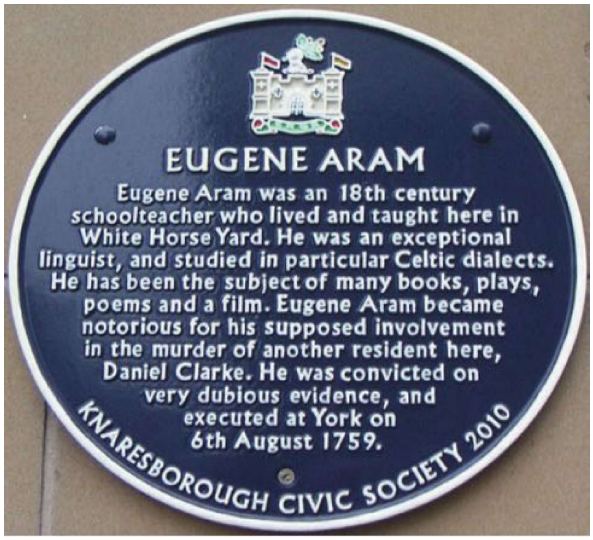

Figure 10: (In)famous Knaresburhians (1); Eugene Aram is still remembered… (Knaresborough Civic Society)

boating on the river, cafes along the river bank and – above all – Mother Shipton's Cave. Mother Shipton (born Ursula Southwell, and known as 'the Yorkshire Sybil and daughter of the devil' [26]) was allegedly born here in 1488 and supposedly lived in the cave for the rest of her life. As it is in fact a petrifying well, water dripping from the cave roof turning objects hung there to stone, this is perhaps unlikely. She was also, supposedly, a prophetess, although most of her 'prophecies' (in doggerel verse) were in fact written by local publicists after her death and with the benefit of hindsight. Most famously – and giving Victorians a frisson of dread – she was said to have prophesied the end of the world in 1891, a line that had to be hastily altered to '1991', probably on 1 January 1892 https://www.mothershipton.co.uk[27].

Knareborough's other claim to fame, better known to the Victorians than to today's visitors, was as the residence of the 18c linguistic scholar and murderer Eugene Aram, immortalised in Thomas Hood's poem which ends with the lines (describing his eventual in King's Lynn before being taken back for trial at York Assizes)

> And Eugene Aram walked between
> With gyves upon his wrists

This was, some readers may remember, a favourite couplet of Bertie Wooster [28].

To be continued…

Figure 10: (In)famous Knaresburhians (2)..as is Mother Shipton, in the Market Place (Knaresborough Civic Society)

Endnotes

1 See E. Porter, *Cambridgeshire Customs and Folklore* (London: RKP, 1969) pp 96-141 and 207-251 for a detailed discussion of these in Cambridgeshire.

2 Info ex Dr Evelyn Lord.

3 John Wittie: *Scarbrough Spaw, OR, A DESCRIPTION OF THE Nature and Vertues OF THE Spaw at Scarbrough in Yorkshire* (1660).

4 *The Journeys of Celia Fiennes* (London: MacDonald 1983), pp112-113.

5 Piggot & Co *Directory of Essex* (London, 1839), p.157.

6 https://www.discovergravesham.co.uk/northfleet/rosherville-gardens.html (last consulted 18 June 2025)

7 J.A.R Pimlott, *The Englishman's Holiday: A Social History* (London: Faber, 1947), p77. Although published nearly 80 years ago, this remains one of the best (and certainly most readable) books on the holiday industry and the researches of later historians are built on the foundations he laid (and have done little to invalidate them).

8 https://www.londonmuseum.org.uk/collections/london-stories/sinking-princess-alice/(last consulted 10 June 2025).

9 Tony Kirby, *Tilbury Riverside and Gravesend Reach* (Consett: Alan Godfrey Maps, 2023) gives further details.

10 Jack Simmons, *The Railway in Town and Country, 1830-1914,*(Newton Abbot: David & Charles, 1986), p.256.

11 John K Walton, *The English Seaside Resort: A Social History 1750-1914* (Leicester: Leicester University Press, 1983), p.32.

12 Simmons, *op.cit,* p,239

13 Neil Wright, *Lincolnshire Towns and Industry,* (Lincoln: Society for Lincolnshire History and Archaeology, 1982) pp. 197-198; Paul Anderson, *The Railways of Lincolnshire* (Oldham: Irwell Press, 1992), p.51.

14 Gordon Biddle, 'Railways in the Country', in David St John Thomas (ed) *How Railways changed Britain'* (Derby: Railway & Canal Historical Society, 2015), p.189.

15 Pimlott, *op.cit,* p.91.

16 Michael Messenger, *The Bodmin & Wadebridge Railway, 1834-1983,* (Truro: Twelveheads Press, 2012), p.33.

17 *Cambridge Chronicle,* 27 September 1845.

18 Simmons, Jack and Biddle, Gordon *The Oxford Companion to Railway History* (Oxford: OUP, 1997) pp.490-491.

19 G.R Searle, *A New England? Peace and War, 1886-1918* (Oxford: OUP, 2004), p.554.

20 Bill Fawcett, *A History of the York – Scarborough Railway* (Beverley: Hutton Press, 1995), pp. 47-53.

21 Nigel J.L Digby, *Stations and Structures of the Midland & Great Northern Joint Railway* (Lydney: Lightmoor Press, 2014), pp.87-101 and 191-217.

22 Gordon Biddle, *Victorian Stations* (Newton Abbot, David & Charles, 1973), p.209. The subway was restored, after many years of disuse, by the Crystal Palace Park Trust and re-opened in 2025.

23 John N Young, *Great Northern Suburban* (Newton Abbot: David & Charles, 1977), pp. 60-71; Alan A Jackson *London's Local Railways* (Harrow: Capital Transport, 2 ed, 1999) pp. 314 – 334.

24 *Official Guide to the Great Eastern Railway* (London: Cassell, 1912), p.39

25 Alan A Jackson, *The Railway in Surrey* (Penryn: Atlantic Transport, 1999), pp. 181-183.

26 M.J.B Baddeley, *Yorkshire* (London: Nelson, 1908), p.41

27 For the full flavour of the 'Mother Shipton Experience', see (last consulted 19 June 2025).

28 Aram was found guilty and hanged at York Knavesmire on 16 August 1759. His skull may be seen in King's Lynn Museum.

Challis Museum Summer Exhibition - 'Sporting Sawston'

The Challis Museum's Summer Exhibition - 'Sporting Sawston' - explores the history of Sawston's sports clubs, how they were formed and their achievements - featuring borrowed artefacts and those from our collection.

The exhibition will be open on Tuesday and Saturday mornings in The Challis Museum at 68 High Street from 10-12am from Saturday 10th May until the end of August.

There will be surprises - did you know we have a world gold medal winner in the village?

How did Spicer's and the Victorian industries in the village affect our current sports teams?

Come and find out - we look forward to seeing you there.

Clubs featured:

Bowls Club
Cricket Club
Sawston United FC
Sawston Rovers FC
Sawston Lightning FC
Sawston Phoenix FC
Sawston Girls FC
Cambridge City FC
Walking Football
Hockey Club
Rugby Club
Snooker (Sawston Church Institute)
Community Sport at SVC
Octopush
Gymnastics Club
Spicer's Sports Clubs
Women in sport
Transplant Games

Sawston Girls Football Team (2014)