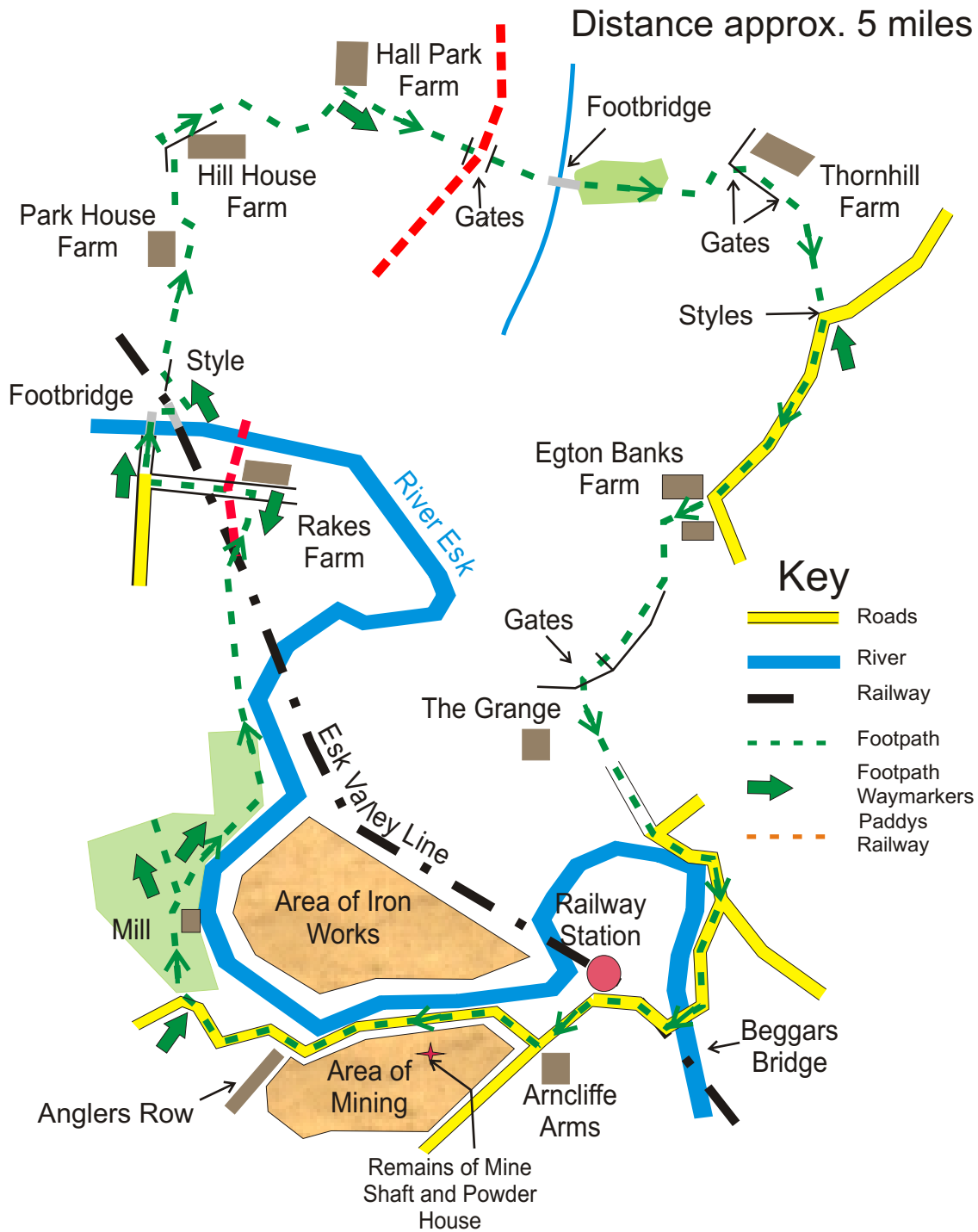


WALK N^o 2 RIVER ESK & PADDY WADDEL'S RAILWAY



From the front door of the pub cross the road and walk down the road opposite, follow the road as it goes uphill towards the village centre. As the road bends sharp left for the second time turn right by the bungalow (Wrens Nest), there is a wooden footpath sign opposite, and follow the track downhill through the woods to the Mill at the bottom. Pass to the left of the mill and as the path forks take the one to the right towards the river. Follow the path through the trees alongside the river until passing over two styles and into the field.

The path crosses the field roughly following the line of the river, at the end of the first field go over the style and straight on to the crossing over the railway. Cross the line and bear left to a set of steps and a style in the fence. Turn left on the road to where the road bends left, turn right down the track to the river and cross by the footbridge. Turn right from the footbridge and follow the path under the railway bridge, the path now turns immediately left and follows the hedge to a style in the corner, cross over the style and turn right uphill towards Park House Farm. The path passes to the right of the farm until at the top of the slope it turns left and bends right to a style next to a large holly bush.

Continue straight uphill, through a gate and follow the track to Hill House Farm, pass to the left of the buildings to a style in the left corner. Turn immediately right and follow the field boundary to a gate in the corner, pass through this and forward to a metalled track. Turn right and follow the track to Hall Park Farm, as the track enters the farmyard turn immediate right and follow the path downhill across the fields and through the gates until at the bottom a stream is crossed by a footbridge. Half way down the hill you cross the line of Paddy's railway again.

Having crossed the bridge keep straight ahead uphill through the gate and continue to the top of the wooded area. At the top bear left uphill to a gate on the edge of the farmyard (Thornhill Farm), turn right through the farmyard and through a gate at the end. Continue forward on the track keeping the house to the left and follow the track as it leaves the farm. After approx. 40 mtrs a path to the right is reached, turn right and after passing through the gate the path bears slightly left uphill to a style, after crossing this and another it comes to the road.

At the road do not turn immediate right but follow the road (2nd right) going steeply downhill, this will come to Egton Banks Farm. Turn right between the house and the buildings and follow the path as it leaves the farm and bends to the left following the hedge. Keep to the hedge until a crossing fence is reached, pass through the gate in this fence and continue forward to a gate in the left hand fence, pass through this and bear slightly left downhill to a gate in the bottom corner of the field (the Grange is to the right). Pass through the gate and turn left on the track and at it's junction with the road continue straight on. At the junction of this road with another continue straight ahead passing Beggars Bridge on the left and under the rail bridge. The road passes the railway station and garage before returning to the pub.

Local History

The following is a brief history and explanation of some of the things that can be seen on this walk.

As the walk takes you away from the pub the rural idyll of this flat bottomed valley belies a past that owes the existence of much of the village of Glaisdale to a much different scene. Glaisdale (Glazedale) was just a loose collection of farms within the parish of Danby, with small clusters of houses around the church and the green. As far back as the Roman occupation and beyond, the area had been known as a good source of ironstone and there had been mining and quarrying on a small scale for many centuries. However in the early 1800's with the expansion of the railways and the need for rich ore deposits a good deal of the North Yorkshire Moors became massively industrialised.

This did not pass Glaisdale by and in 1864 work began to build three blast furnaces on the flat land close to the river. Through various starts and stops over the next few years eventually a massive iron works was built on the site. This included tunnels under the hill to bring wagon loads of ore to the works without passing through the village, a 252ft mine shaft sunk to the deep veins of ore and housing for the workers. The population of the village exploded from 763 in 1801 to 1,887 in 1871.

The works however were not completely viable for although there was iron ore aplenty there was not a ready supply of coal. The company began to fail in the early 1870's and by 1875 the company was wound up and although standing abandoned for many years the works were eventually demolished.

One of main features of the works was its great tall chimney, standing at 252ft it was as tall as the mine shaft was deep. It was due to be demolished on May 23rd 1892 at 2:00pm among great ceremony, the demolition charges were laid in the morning and at 12:00 o'clock the workforce retired for lunch to give the dignitaries time to arrive. Whether it was down to the wind or just that they had weakened the structure too much, who knows? but while everyone was away the chimney fell of its own accord totally unseen by anyone.

Remains of the works and its legacies can still be seen to this day. On the left of the road in the field there is a small brick structure, this was the powder house for the mine. Just beyond it the fenced off depression is the remains of

the mine shaft. A cursory inspection of much of the housing in the village, Anglers Row (previously Irish Row) being a fine example, indicates a strong industrial past. Other buildings of note are The Grange, this was the Ironmasters House during the hey day of the works, and it can be no coincidence that the Arncliffe Arms and its first licensee Wm. Underwood opened for business in 1865 just about when work started on building the blast furnaces.

The point where the footpath crosses the railway is almost exactly the point where Paddy Waddels Railway should have joined what is now the Esk Valley Line.

Paddy Waddels Railway or more correctly the Cleveland Extension Mineral Railway was planned to be an improved means of transporting ironstone mined and quarried in Eskdale and the surrounding area to the iron and steel works of Teeside. The railway unfortunately failed during construction due to lack of funding, this being near the end of the "great railway expansion", and more economic means of ore extraction in other areas.

John (Paddy) Waddel was not in fact Irish, but an Edinburgh born Scot and the nickname probably derives from the huge number of Irish navvies he employed on all his engineering projects. These included the rail tunnel under the River Mersey and the reconstruction of Putney Bridge.

After crossing the line and turning towards Rake House a fine stone bridge (carrying the road to the house) over a shallow depression can be clearly seen. This was the only bridge constructed over the line and the depression is all that remains of a cutting that was to carry the line from a bridge over the River Esk. The river bridge was never built but cuttings and workings on both banks indicate quite well the proposed route.

Rake House is an outstanding example of 17th Century architecture. It was used as an inn from around 1866 and was known as a meeting place for local gentry, It's proximity to the railway and being used as a pub by the workers during the construction would give good reason why the bridge over the line was given some priority.

Beggars Bridge

A first impression of the bridge along with the initials TF (Tom Ferris) and the date 1619 would appear to give credence to the bridge being built at that time. However

the style and construction would imply that it is in keeping with much older bridges in the area and that it was actually "rebuilt" in 1619.

The bridges notoriety with affairs of the heart are due to the legend of Tom Ferris, a local lad made good. Tom was a farm hand who was madly in love with his childhood sweetheart Agnes Richardson, but her father strongly disapproved of their relationship and swore he would not let her marry a "beggar". Squire Richardson did however say that if Tom could make his fortune he would consider the matter.

Tom was forbidden from meeting his fair Agnes so they arranged secret liaisons. There being no direct road between Gaisdale and Egton at this time he was forced to ford the Esk and on one occasion nearly drowned when the river was in flood. This near death experience gave rise to him vowing to bridge the river so that no other prospective lover should have to endure such hardships.

Tom gave up the plough and went to sea to seek his fortune, he had many adventures and these included fighting alongside Drake against the Spanish Armada. As was the norm at the time this may have included the plundering of the captured Spanish galleons and may give rise to his wealth and his supposed links with piracy.

Tom was warmly welcomed on his return by Squire Richardson and presumably even more so by Agnes, whom he married in Glaisdale. As good as his word Tom built his bridge and later moved to Hull where he became a renowned citizen and Mayor of the town.

"The rover came back from a distant land,
and claimed from the maiden her long promised
hand,
but he built, ere he won her, the bridge of his
vow,
and the lovers of Egton pass over it now".

That's the story and ever fascinated with "affairs romantique" many variations of the above tale have been written. There is however another explanation for the bridges unusual name, an anglian interpretation of the word means berry (as in fruit) and it could quite simply be the "bridge where the berries grow". A visit during the summer months and a glance at the trees and bushes will certainly give validity to this.

The reader is left to form their own conclusions.