

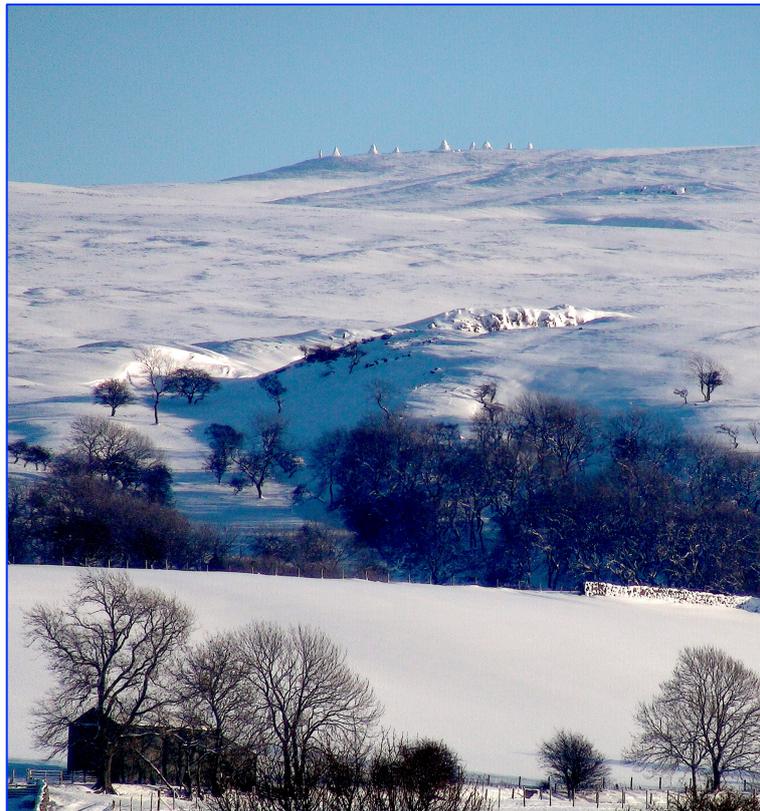
**NEWSLETTER NUMBER 9 – March 2021 Edited by Anne Taylor**

Dear all

The history of old buildings is the theme for this month’s newsletter, but I’m also including a page about snow. Many thanks to Tim Cradock for the photograph – looking up to the Nine Standards, not taken this year but in January 2010.

Two more Zoom meetings still to come: Dr Mike Winstanley showing us some old prints of Cumbria on 15th March at 7pm, and another of Keith Jagger’s lovely films “Ten Westmorland Villages” on 19th April, also at 7pm. As usual, email me if you wish to join us.

Anne Taylor, email: [at241@cam.ac.uk](mailto:at241@cam.ac.uk)



**A SNOW STORM  
 from Our Iron Roads  
 by F S Williams, 1888**

“On Thursday the 3rd of March 1881 a snowstorm began to fall in West Yorkshire, Westmoreland and around. So furious, in those higher elevations, was the wind, that it rocked the trains, even heavy Pullman carriages, as they paused at stations on the Settle and Carlisle line. ‘During the day,’ said the engineer ‘we kept the line open, but by ten o’clock at night the drifts entirely blocked the up road.’



An engine bedded itself so fast in the snow that it could not back out ... During Saturday night it

alternately rained and froze, so that the surface of the snow became firm and frozen. The engraving indicates the actual condition of affairs, showing all that was to be seen of an entire train, namely the top of the engine funnel. The lamp-posts on the platform at Dent were buried in the snow.”

**The Penrith Herald 9th Dec 1882** had a story about the Pullman from London, due at Carlisle at 5.54pm, that got stuck fast in snow near Dent. Several important passengers were on board, including the MP for Carlisle; all had “to weather the night. Their prospects of sustenance were at first gloomy ... but by foraging about the neighbourhood ... they were able to make out fairly.” They spent the night on the train and were dug out the next day, arriving in Carlisle 24 hours late.

I wonder where they foraged, near Dent station?



## COUPLAND HALL, COUPLAND BECK

*Keith Jagger, assisted by Hazel Cleasby and Tricia Jagger*

Coupland Beck is a small but widespread village three miles east of Appleby and encompasses Appleby Golf Course. Coupland Hall began to be built around 1757, with many additions during the ensuing years. The Hall was not the “grand” type of building as the name might suggest but more of a large farmhouse – see the photograph, taken in the 1950s before the buildings were converted into four houses.

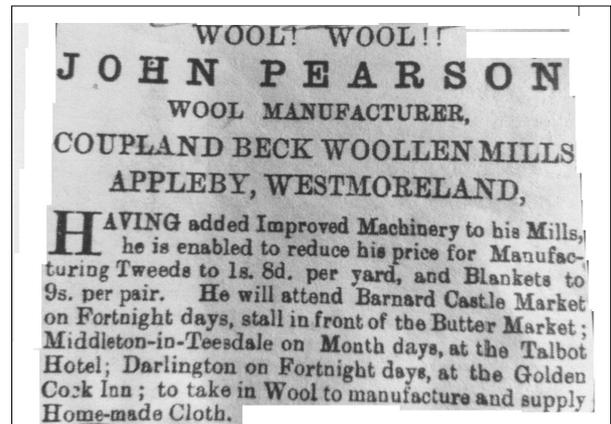


The barn on the right, with what was thought to be the stable block behind, was converted into one dwelling, now appropriately called “The Barn”. To the left of the barn stands the old Hall with a protruding extension to the front. We think this extension was originally where an external stone staircase once stood before it was later covered over. In Victorian times the building was extended at the rear where another new staircase was constructed. Just beyond the front extension can be seen a doorway; this led into a room in which the workers were fed. Above this room was a bedroom, with another one behind which belonged to the Hall at this time. The third house, “Coupland Lodge”, is the one we live in. It was derived from these rooms and extends just beyond the large coach house door. The rest was made into the fourth house named “The Cottage”.

If you were to continue further down the road for about 300 yards, there once stood a water mill. All that remains of this building are a few foundation stones and the mill race taking the water away from it.

The original purpose of this complex was to create a sheep farm that processed its own wool and produced its own fabrics. It was known as Coupland Mills. The water wheel powered the looms and other fabric-producing machinery which were utilised in the manufacture of high-quality tweed and blankets.

“The Cottage” was used as a dye house and we have anecdotal evidence that the internal walls consequently sparkled as if they had been sprayed with glitter; this is thought to have been caused by the chemicals used in the dyeing process. All around outside were “drying greens”.



The newspaper advert, taken from “The Teesdale Mercury” and dated 1888, shows that the then owner John Pearson, travelled long distances to sell his wares. He must have used the train to reach these markets. Barnard Castle and Darlington were on the Eden Valley Line which he could board in Warcop, but Middleton-in-Teesdale would involve changing trains in Barnard Castle. We assume that he, and perhaps an assistant, carried all the items they were intending to sell. Perhaps he took a sample book showing the full range of tweed designs and took orders which he would bring on their next visit.

There was one other garment manufactured here, popular in the Border region. This was the “shepherd’s plaid”, sometimes called a “maud”. Being four or five yards long and one yard wide, it was usually black and white tartan and the purpose was to protect both the shepherd and the lambs he wrapped in it.

