

Saddleworth Historical Society Bulletin



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BULLETIN
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SADDLEWORTH HISTORICAL SOCIETY

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Cover illustration: An advertisement from a carte de visite circa 1870.

STANDEDGE TUNNEL WATER TROUGHS

The London and North Western Railway (LNWR) was the pioneer in the use of water troughs, enabling trains to take water at speed, back in 1860 on the North Wales coast. On the Huddersfield-Manchester run, straight and level track was scarce; the solution was to locate the troughs at the Diggle end of the Standedge Tunnels, something which is probably unique on the world's railways. The troughs were certainly there in the south tunnels (opened in 1849 and 1871 respectively) by 1878, for in December of that year two boilermakers sent by the Company from Crewe, making their way on foot from their lodgings near Tunnel End at Marsden to repair the troughs, were struck by a passenger train as it left the down-line tunnel. One man was killed, the other badly injured.

The troughs lasted until the closure of the South tunnels in 1966. They were probably in situ until the track was recovered in 1971 and if so, may have been the last surviving troughs on B.R., although out of use. Presumably troughs were laid in the double line tunnel (opened in 1894) from the start, and these lasted until the end of steam, for they were programmed for removal in April 1968.

An advantage of the tunnel situation was that the troughs were less liable to freeze. Ice formed only on the shallow ends, and salt was spread to keep this in check. Other places fared worse. I remember a former plate-layer on the West Coast main line telling me how he spent seven weeks in the bitter winter of 1962-3 as one of a gang breaking the ice forming on Dillicar troughs in the Lune Gorge. To keep them from wasting time admiring the view they got frequent showers of cold water, with flying lumps of ice for good measure. The Settle-Carlisle line boasted the world's highest troughs at Garsdale, 1145 ft. above sea level and some 500 feet higher than Standedge. These were steam heated at one time. At Standedge water was fed from the Diggle canal reservoir into a small reservoir south of the railway, on the banking at the foot of Boat Lane. The Diggle Hotel's car park now occupies the site of the reservoir which also fed the three water columns in the station area. From here the trough supply was piped to an iron tank, atop a building at the tunnel portal, with a large level indicator.

From the tank the water was fed to a small building outside the South tunnels. In here were a pair of small control tanks, positioned level with the South Tunnel troughs. As the latter emptied when a train picked up, the level fell and a lever operated the valve feeding water to the trough and small tank. The small tank's overflow pipe fed a bucket dangling on the lever end - the bucket had only a small drain hole and as it filled up it pulled the lever down to shut the valve. This method was repeated for the North troughs, but the tanks and valves were located in "No. 1. Cross Heading" between original and North tunnels, 300 yards in. The brick tank house was divided into two, the half nearer the station serving as a store. Here would be kept bags of pink powder used for water softening, tipped into the main tank as required. This gave the water the hue of red wine but in later years it must have gone out of fashion as the water had no colour. The 'tunnel' end of the building was fitted out as a mess room for a long term North tunnel repair programme, gas and water being laid on in May 1953. It later served as a mess room for the P.W. gangs.

The South troughs began at 35 yards from the portal (Down Line); on the Up Line the trough ended 25 yards short of the portal. Each was about 500 yards long. Due to the curve into the North tunnel, these troughs were 120 yards from the Diggle end and were about 560 yards long. The track was carefully graded to fall to the troughs, at the rate of five inches in a length of 180 feet, and the trough itself had a similar gentle lead-in to the full depth. The top of the trough was 2.9/16 inches above rail level, and the water lying 1 inch below the top of the trough, giving a depth of 5 inches. Special gauges were used

to locate on the rail surface and check the levels. At the far end of the trough another 180 foot slope led up to the normal rail level. The troughs, in later years at any rate, were of 1/4 inch steel plate, formed into a section about 18 inches wide and 6 inches deep, flanged outwards at the top. The lengths were flanged at the ends and drilled for bolting together, with a round section jointing rubber about 3/4 inch diameter used - these joints would work loose and often needed hammering back into place. In later designs the flanged joints were replaced by a type in which one end of each trough length was swaged out and a flat strip of jointing material put in to make a sort of 'socket and spigot' connection to the next length, the two parts being then rivetted together. Brackets were provided for screwing down to alternate sleepers. For some ten feet at the 'running-on' end of the trough the whole four-foot way was timbered between the sleepers - the end of the trough, tapering off to a flat plate, was screwed down to the timbers. Vertical movement in the track, maybe caused by voids under the sleepers, caused the ends to lift and pull the screws out. Then the holes had to be plugged and re-screwed, but this time the plugs would pull out! All along the length of the trough 'sleeper boards' were laid between the sleepers at each side of the trough to keep the ballast from getting in.

A trough of this type would contain some 5000 gallons. The tip of the scoop (or 'dip' to most railmen) lowered 4 inches into the water. Optimum speed for pick-up was 30-40 m.p.h. - below this the scoop was ineffective and at higher speeds water was lost through splashing out sideways. Some 1000-2000 gallons would be picked up. To improve matters a bit the London, Midland and Scottish Railway (LMSR), successor to the LNWR in 1923, introduced a device in the 1930's known as an 'economiser' consisting of a pair of vertical plates lowered into the trough ahead of the dip, working off the same linkage and deflecting the water towards the centre into the scoop. This increased the speed range for taking water, 20-50 m.p.h. becoming practicable, but improvement was still sought and around the 1940's or 50's an 'anti-splash' design of trough came out, with the top flanges turned inwards instead of out. These were installed at Standedge, first of all in the North tunnel, about 1960, and next in the Up South, but the Down South retained the earlier design, flanged outwards. The new pattern looked fine on the drawing board but factors like wear in the hinged joint of the scoop and swaying tenders sometimes caused the 'dip' to catch the internal flange; something had to give.

Refinements like vacuum operated scoops were evolved, but would be a rarity at Standedge. The fireman's job was to get the dip down in time and then trust in the accuracy of the float operated level gauge. When this registered nearly full, he would frantically wrench the wheel or handle which (hopefully) would raise the scoop in time. Often water would cascade out of the mushroom topped air vents and over the tender top. If you were sat at the front of the train with the window open, you would know all about this. The rush of water could also lift the tank filler lid, hinged on the old L.N.W.R. locos. On the later L.M.S. design it was a heavy round cap secured to the tender with a bit of chain.

Even this could be shifted by the surging water - a filler cap, broken loose, shaken off the tender and still lying beside the line, bore silent witness to this in the Nicholson (1849) tunnel after 20 years. The water would then wash ballast into the troughs, cinders would add their quota and these solids would find their way up the scoops and into the tanks. So the troughs needed constant cleaning out by the permanent way gangs, using a 'squeegee' a board with a rubber flap at the bottom edge, pushed along like a broom until enough debris was gathered to shovel out. The feed pipes acted like a sump and caused more hard work to keep clear, using a small cup on a long handle. They entered the troughs via a trap arrangement and a copper strainer. Due to their material value, these fittings tended to 'walk' and spares were kept handy.

Although the track was graded to drop the lowered scoop gradually into the trough, it depended on the fireman not to lower the scoop too soon and to raise it when the job was done, otherwise it would soon catch something in the trackwork. For this reason the scoop was designed to break off readily before anything more serious happened. This occurred fairly regularly and broken scoops were found on the line as far back as Brun Shaft, 700 yards before the start of the troughs.

If the 'running-on' end of the trough had pulled the screws out and lifted, the tip of the scoop would sometimes catch it and begin to roll it up. So, along with the softening powder, the salt and the strainers in the tank house store, they always kept a couple of trough end sections. An incident on 5th November 1953, was the cause of minor inter-regional fireworks. 'Black 5' No. 44696, hauling the 1.45 p.m. Manchester-Leeds express lowered its scoop too soon, catching part of the underbridge where the Brun stream passes beneath the North lines between the tunnel mouth and Diggle Station and breaking the scoop off. The foreman in charge of a bricking gang at work just inside the tunnel made a point of reporting this to his Inspector and keeping the two broken pieces as a example of what sometimes happened - the point being that if it had occurred inside the tunnel, his gang would have been blamed for leaving debris in the four-foot. The report passed up the line to the Bradford District Engineer who had charge of the tunnels as part of B.R.'s North Eastern Region and thence to the London Midland Region's District Operating Supt. at Hunts Bank, Manchester. That gentleman replied that the 'dip' most certainly broke off inside the tunnel, due to debris; he made the point that it was only the sheet metal mouthpiece that was damaged and that if it had hit the bridge the main casting would have broken, but the tunnel gang's point was confirmed when a similar incident happened at 3.26 p.m. on Thursday, 11th March, 1954. A loco again lowered the 'dip' too soon, hitting the bridge and tearing off "a jagged triangular piece with saw tooth edges, which could have caused severe injury". It was pointed out that the bridge had a central ramp, designed to carry scoops etc. over, but there was a gap between the sloping approach and the level part, and this is where the tip of the scoop would catch; immediate repair to the ramp was requested. Faced with this the Divisional Motive Power Supt. at Hunts Bank could only admit that "some faults have been due to footplate staff" and the matter closed.

Steam came to an end on the Standedge route passenger trains at the end of 1960, with one or two exceptions. Double heading had for many years been a feature on some of the expresses and lasted until the very end. Super power was provided at Leeds for the 9.55 a.m. Newcastle-Liverpool on 3rd December, in the shape of a pair of rebuilt 'Royal Scots'. The author was on the footplate of the pilot, a Crewe North engine manned by Farnley Jnc. (Leeds) men. The train engine hailed from Edge Hill (Liverpool) as did its crew. Passing through Standedge in the Up Fast (South) single line tunnel, a demonstration of taking water on a double header was provided. The train engine dipped first, then whistled to say he had his fill, whereon our fireman dropped the scoop and still managed about 2000 gallons.

At the start of 1961 diesel locos and "Trans-Pennine" multiple units took over the Standedge expresses. Freight was declining and in July an engineer reported that ".... one of the four troughs has been cut off for some time and there has been no request from the Traffic people to restore it. This should result in savings in money paid to the Waterways". Regional Operating Instructions dating from November 1959 already provided for a whistle code signal, one long, three short, to be given at Diggle Junction by a train requiring water at Marsden, and the same to be sounded at the Marsden box if water was to be taken at Diggle.

The troughs were certainly in business in the summer of 1965 when a tragedy was narrowly averted. The train concerned was the (locally) famous "London Goods", an express which for many years left Hillhouse Yard (Huddersfield) at about 9.30 p.m. but in these last years of its existence started at Healey Mills.

;The loco came off Hillhouse shed, ran light down to Healey Mills and picked up its train, then came back up through Huddersfield in fine style. On this particular evening the train carried an unauthorised passenger in the shape of the Hillhouse shed cat. Minnie had lived at the depot from being a kitten, had no fear of the locos., and one of her pastimes was jumping up on the tenders after birds. This summer evening she picked on what was probably a Stoke 'Black 5' which soon rumbled off down to Healey Mills. Not choosing to disembark here, she may have spared a glance for her happy home as she sped past at the head of the "London Goods" but it was too late now. The poor animal must have been terrified as the train rumbled into Standedge, but worse was to follow as water was picked up. By a miracle she was not washed off, but scrambled forwards over the nine tons of coal on to the footplate, to the amazement of the crew who dried her and made her as snug as possible before putting her off at Stockport. "Control" was informed and Minnie was returned to Huddersfield in a cardboard box next morning, none the worse for her dangerous ordeal.

Depot Superintendent, Mr. W. Wood, commented that the animal's instincts had probably responded to rumours about the shed's impending closure, and she had decided to seek a new post while the going was good. I can't say whether she enjoyed payroll status on a "cat allowance", a regular thing in L.M.S. days, but Hillhouse closed in January 1967 - I hope Minnie enjoyed a peaceful retirement.

One of the remaining steam worked passenger jobs was a Bradford-Stockport working which survived until November 1966. This was also one of the few tank engine workings over the line, being worked by 2-6-4 tanks of varying designs, some of which had the double sided water scoop which was considered necessary for this duty. The Newcastle expresses were initially in the hands of English Electric 2000 h.p. diesel locos. However, a steam heating boiler was required for warming the train and the water tank for this was located in a central position under the locos, complete with 'bi-directional' water scoop, and so the last train to pick up at Standedge may well have been diesel hauled; history reveals some funny quirks.

In the final months of steam, water columns were being removed and locos were in poor shape. On a June afternoon in 1967, 2-10-0 No. 92079 was held in the loop at Marsden, heading a train of empty tanks bound from Neville Hill to the Stanlow refinery. Water was low in the tender, and the battered representative of a magnificent class of engine unhooked and ran light through the North tunnel to Diggle to tank up, a wrong line order being required for the '9F' to run back to Marsden and regain its train. Such movements were not uncommon on the route and presumably in many parts of Britain. Looking back it all seems rather sad, the slow death of a once busy steam railway with all its associated staff and equipment.

Maybe these notes have served to record a largely forgotten feature of the steam era at its crudest. Some relics of the troughs have survived in the Huddersfield Railway Circle's collection: a cast iron plate from Diggle once located the site of the 8 inch valve "To Shut Off Up and Down South Troughs" and a level gauge with adjustable feet and pointer to carry out the tricky job of setting the trough accurately, but the most primitive is the "squeegee" board with its rubber flap and notches cut out roughly at each side to make it fit the new-fangled anti-splash troughs.

For help with the above notes I am grateful to the Area Engineer's Staff of B.R.B., to Mr. Neil Fraser and particularly to the personal reminiscences of Mr. George Holroyd.

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Geoff Brown, 1989.

A PHOTOGRAPHIC LEGACY - EARLY PHOTOGRAPHY IN SADDLEWORTH

As this year represents the celebration of 150 years of photography it seems appropriate that we should look at the photographic legacy that we have in our area and the photographers who created it. The history of photography as an invention is well written elsewhere; however we are going to look at two developments that were going to bring about the popularising of photography. The first was the perfection of the stereoscopic view, whereby the three-dimensional image created by stereo pairs of photographs when looked at through a viewer became the fashion to the mid-Victorians. Sold at a penny plain, or 'tuppence' hand coloured, even those of modest means were able to afford these. By 1858, when the fashion was at its peak, the London Stereoscopic Company had in its catalogue over 100,000 images and was sending photographers to all corners of the world in search of more.

Following from this, the second popularisation came about. The 'Carte de Visite' was created in the mid 1850's when photographers were seeking the means to produce cheap portraits for the mass market. A Frenchman, A. Dideri, hit on the idea of producing a negative by means of a movable shutter and by exposing one section of a plate (Glass Negative) at a time. In this way eight small portraits could be produced while retaining the economy of a single plate. The result was a small photograph which when posted on a board was about the size of a visitor card. The opportunity was usually taken to advertise the photographer on the reverse and below the photograph on the front. Gradually the potential of the mass produced photograph was grasped and what had begun with the sale of portraits of the famous led to a craze and the creation of the family album, few Victorian households being without one of these or a framed portrait. By the 1860's the local portrait studio had established itself far and wide and there were to be few places, even the smallest of villages, without at least one portrait photographer.

Saddleworth was no exception to this with the opening of a studio in Uppermill in 1867 by a Mr. R. Banks, who has the claim to fame of being Saddleworth's earliest recorded photographer. An advert for the opening of his new studio appeared in the Oldham Chronicle for 30th March 1867, "respectively informing the public that he has now opened a photographic studio in Uppermill, Saddleworth, open daily from nine till dark." He was followed by various other portrait photographers. For example, in 1876 a William Radcliffe, was also advertising in the Oldham Chronicle ... 'William Radcliffe, Photographer, Wade Lock, Uppermill, Saddleworth - 'Cartes de Visites' 5 sh. (25p) per dozen, Gallery open daily. Picture frames made and re-gilded'. There was also a J. Wilkinson & Sons 'Art Photographers', Harrop Green, Diggle, who also had addresses at Knowl Hall, Diggle and Standedge Hill, Delph.

Most of the work of these photographers was portraiture, although we come across one or two early landscapes. Apart from the obvious scenes such as Saddleworth Church there are a number of fascinating views that have survived. Particularly good examples are a photograph of Woolroad, Dobcross, dating from about 1880, that show the canal basin and warehouses as well as Stonebottom Mill before it was rebuilt, and a couple of views looking over Uppermill from the same period that serve as very valuable records of the changing scene of Saddleworth.

By the turn of the century it was these local photographers who were going to provide much of the material for the forthcoming postcard boom and similarly to promote the work of other photographers. The first postcards had been issued in Austria in 1869 and within a year they were in use in Britain, though not in the format we know them today. An early reference to the use of postcards is recorded by the diarist William Kilvert, on 4th October 1870 he wrote "Today I sent my first postcards. They are capital things; simple, useful and handy - a happy invention." This was at the time not a universal view of this new popular artform.



W. RADCLIFFE.
PHOTOGRAPHER.
WADE LOCK,
UPPER MILL,
Saddleworth.

COPIES OF THIS CARD MAY BE HAD AT ANY TIME.



W. RADCLIFFE.

SADDLEWORTH.

FROM THE
PHOTOGRAPHIC
STUDIO
OF
J. WILKINSON & SONS
ART
PHOTOGRAPHERS
Harrop Green
DIGGLE
Saddleworth.

J. WILKINSON
KNOWL HALL
DIGGLE.



From J. WILKINSON,
PHOTOGRAPHER,
STANEDGE HILL,
DELPH,
NR. MANCHESTER.

However by the time the twentieth century had dawned they were an accepted part of daily life. They were given something of the official stamp of approval when after numerous cards had been sent by British troops fighting in the Boer War the Postmaster-General authorised the divided back. This permitted both message and address to be put on the postcard's back, instead of the address alone, which was all that had legally been allowed up to that time as postcards were sent at a cheaper rate than letters.

It was the simplicity of the postcard that made it such a success. It offered a cheap form of communication useful for conveying short messages quickly as most places had at least three deliveries per day. It also offered an attractive view on the reverse, and we are fortunate that many families had a postcard album. It is interesting to note that a Postcard Show held at Delph Mechanics Institute was reported by the Saddleworth Herald on 13th May 1911; '.... Organised on behalf of the Delph Mechanics Bazaar Fund a postcard show held on Saturday evening aroused a great deal of interest. There was a very large entry, many beautiful cards being exhibited. Messrs. A.H. Mallalieu and A. A. Campinot were the judges.' By 1914 there were over 880 million postcards a year being used in Britain. It was the visual aspect of the postcard that has left us with the greatest historical legacy in Saddleworth. We are left with many views recording all aspects of life in the area from the general scene, which inevitably predominated, through annual events like the Whitsuntide processions to special occasions such as Coronations and the laying of foundation stones and subsequent new building. The more tragic events, such as mill fires and railway accidents, also were covered.

The Mossley and Saddleworth Reporter for 20/10/1906 recorded the efforts of one local photographer at the disastrous Eagle Mill Fire at Delph, 'During the weekend and this week the ruins have been visited by many people and there has been a brisk business with postcards containing views of the fire which a local photographer very quickly prepared; The most interesting of these showing a watch and silver Albert which were found among the debris. The watch was in good order and the only damage it sustained was the breaking of the glass. The hands had stopped at quarter past three in the afternoon. It belonged to an operative at the mill named Batley and he left it in his vest pocket. The vest was destroyed but the watch in some miraculous way stood the test of time'.

REMARKABLE RAILWAY SMASH NR. SADDLEWORTH
AUG. 10TH 1909

ON THE L.N.W. RY.

THE DRIVER WM. TURTON AND STOKER JAS. A. ORTES WERE KILLED AND 7 PERSONS INJURED

SCENE AFTER ACCIDENT.

The Train left HUDDERSFIELD at 9.20 a.m., August 10th, for STOCKPORT, and when at FRIEZLAND, near STALYBRIDGE, the Engine left the metals and travelled nearly 200 yards before coming to a standstill. The Engine was completely turned round the front of it colliding with the second Coach and twisting the rails into a figure six. The ENGINE was completely wrecked.

Fore Part of the Coach nearest Engine smashed in.

PUBLISHED BY W. GOTHARD & ELDON STREET BARNLEY. COPYRIGHT REGD.

A similar commentary was recorded by the papers on another unfortunate incident, this time on the railway, when a train crash occurred at Friezland on 10th August 1909. 'Enterprising photographers were soon on the spot "snapping" all and sundry. One gentleman, after taking a series of views of the wreck, hurried off to complete the developing process, and his enterprise was recorded surely when during the same afternoon a picture was thrown on the screen of the Stalybridge Hippodrome'.

On this occasion, however, the event was not only recorded by the local photographers, who were able to get on the scene very quickly, but also by one Gothard Warner of Elden Street, Barnsley. His firm published postcards and specialised in photographing disasters, often travelling long distances as soon as they heard of their occurrence. The postcards were usually made up of a multi-view with a comment on the accident. The accompanying illustration of the card produced of the Friezland accident exemplifies this.

Although there were a number of large firms, such as Valentine's and Bamfords, specialising in publishing and printing cards on a nationwide basis, they inevitably concentrated on scenes of town or seaside rather than the small locality. Firms such as Warner's helped plug this gap.

Another aspect of the postcard boom was the comic postcard which, though normally associated with the seaside, did come to light under various other guises. A number of firms specialised in producing comic or character type postcards that could be overprinted with the name of a place. One firm that specialised in publishing these was 'Cynicus' Publishing Company Ltd. of Fife and Leeds.



A good example of their output was titled 'Our Local Express the Delph Flyer' showing the drawing of a train pulled by a donkey, quite appropriate on this occasion to the local name for the Delph branch railway. The card concerned appeared in many other parts of the country suitably lettered. Another example of these comic cards that appeared, though not from the same firm, was titled 'Friday night is bath night in Diggle'.

The postcard was not only used to send a message privately but was often employed commercially as a cheap form of advertising, with advertisements being printed in place of the written message. The example shown below appears on the reverse of a view of Delph, informing people in a marvellous variety of type faces that 'Mr. Sleigh, Dentist, attends at Mr. Inglis, the Post Office, Delph, every Tuesday evening from 6 to 7.30.' It was similarly also used as publicity, often to advertise such events as the accompanying illustration shows, and Whitsuntide festivities; for Whit Friday, 16th May, 1913, a nice touch was the provision to mark the order in which bands played and their result in the contest.

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Saddleworth Historical Society
POSTCARD

THIS SPACE AS WELL AS THE BACK
MAY BE USED FOR COMMUNICATION
(Inland Postage only)

MR. SLEIGH,
Dentist,
attends at
MR. INGLIS'
THE
Post Office, Delph,
every
Tuesday Evening from 6 to 7-30.

THE ADDRESS ONLY TO BE
WRITTEN HERE.

To the

RESIDENTS

of

DELPH and DISTRICT

1d
2d
STAMP
FOREIGN
1d

The decline of the postcard as a simple means of sending a message cheaply after its peak at the turn of the century came rather abruptly. Although the use of the telephone as a carrier of messages was still very much the preserve of the middle classes and hence as yet posed little competition, the visual record, which was the postcard's chief attraction was losing its novelty as the photographic image became a daily occurrence in newspapers and magazines. It was to be the increase in the cost of sending postcards, doubling from ½d. to 1d. in 1918, that would effectively end their golden age and they gradually declined in use through the 1920's and 30's. It is interesting that this is reflected in the legacy with which we are left, there being after 1920 a lot less views of Saddleworth life, with only occasional postcard scenes of the area appearing through the twenties and thirties and to the present day, compared with the number that had previously been published during their golden age.

There are a number of places where it is possible to view this valuable historical resource. Saddleworth Museum in its collection has quite an extensive photographic

archive which includes numerous views of the Saddleworth area, though there is still much work to be done on the collection. The Oldham Local Studies Library similarly has a very extensive collection, covering not just Saddleworth but the whole of the Oldham area and numbering over 20,000 views from the postcard era to the present. A photographic service allows prints to be ordered from both of these collections.

PETER FOX.

POST CARD.

UPPERMILL QUICKSTEP CONTEST, 1913.

Whit-Friday, May 16th.

Prizes:—First, £5; Second, £2/10; Third, £1/10. Two Prizes of 30/- and 15/- to the Two Best Local Bands not in the Prize List.

Start at Granby Arms.

NO.	NAME OF BAND.	RESULT
.....	HINCHEFFE MILL ...	.....
.....	HO ...	.....
.....	WHITE ...	.....
.....	BOYKE ...	.....
.....	THORPE ...	.....
.....	BOBCROSS ...	.....
.....	ROYAL GEORGE ...	.....

ADJUDICATOR

Start at Clogger's Arms.

NO.	NAME OF BAND.	RESULT
.....	LINTHWAITE ...	.....
.....	GLAZEBURY ...	.....
.....	SCAPEGOAT HILL ...	.....
.....	RAVENSTHORPE ...	.....
.....	IRWELL OLD ...	.....
.....	BOARSHURST ...	.....
.....	DIGGLE ...	.....

HUGH W. WOOD, Esq., Southport.

A. LAWTON, UPPERMILL

APPENDIX

The following is a general appendix of photographers and postcard publishers that have worked in the district up to the 1920's. It is in no way complete as I am sure that there is more information available and appeal through these pages for more.

- R. BANKS, Uppermill and Frenches, Greenfield, c.1867-1880
Saddleworth's first recorded photographer advertising the opening of his new studio in Uppermill in March 1867 producing early 'Cartes de Visites'. Worralls Directory of 1871 lists him as having a studio at Frenches, Greenfield. He was later to work from Manchester.
- R. BANKS, Manchester c. 1880-1900
Various printed postcards of area including views of Standedge Cutting.
- 'BRANCH SERIES' A.H. & S., O. & A. c. 1905-1910
A series of views mainly covering Greenfield area. Printed with a picture - frame surround, embossed and the photograph in an oval.
- E. BROOKE, The Studio, Delph, c. 1900-1910
Mainly views of Delph but include Diggle and Denshaw. He also had a studio and produced portraits.
- CLARENCE COTTRELL, Delph, c. 1900-1920
Worked from Delph chemists as he was a pharmacist. Concentrated mainly on scenes of Delph though there are some earlier views of Greenfield. He also had a studio and produced portraits.
- E.M.FRY, Shaw Hall Bank Road, Greenfield, c.1900-1910
Postcard views Greenfield, Friezland and Grasscroft area.
- A. & H.HANSON, Greenfield, c.1910-1920
General postcard scenes of mainly Greenfield area.
- J.W.KENWORTHY, Delph, c.1891
Listed as photographer in Worralls 1891 Directory.
- W. RADCLIFFE, Wade Lock, Uppermill, c.1870-1890
A photographer of 'Cartes de Visites'. Listed in 1880 and 1891 Worralls Directories. Advert in Oldham Chronicle 26/2/1876.
- FRANCIS RAW, Harrop Green, Diggle and Marslands, Dobcross, c.1870
A photographer of 'Cartes de Visites'.
- G.H.SHORE, Dobcross, c.1900
Certainly a portrait photographer and may have produced a number of postcards.
- SMITH, Delph, c.1905-1910
General postcard views Delph, Denshaw area.

H.W. SMITH, Bradley, c.1905-1910
General postcard views including Castleshaw Camp.

'VALLEY SERIES' by A.H. & S.M. c.1905-1910
There are a large number of general postcard views of the area, these being printed with some coloured views appearing.

J. WILKINSON, Standedge Hill, Delph, c.1870
A photographer of 'Cartes de Visites'.

J. WILKINSON & SONS, Harrop Court, Diggle, c.1870-1880
Presumably later than above with the studio photographing 'Cartes de Visites'.

J. WOOD, Uppermill, c.1900-1910
General postcard scenes, mainly Uppermill, Greenfield and Dobcross areas.

PUBLISHERS FROM OUTSIDE THE DISTRICT

ALLEN & SONS, Oldham and Blackpool - A number of general postcard views of areas.

LILYWHITE Ltd., Halifax, c.1915-1920
A couple of general views of area.

MAGDALEN SERIES, c.1910
General postcard views.

F. & G. POLLARD, Oldham, c.1910
Printed postcards of area including some coloured views.

H.W. SMITH, Bradley, c.1905
General postcard views including Castleshaw Camp Excavation.

VALENTINE SERIES, c.1920
A couple of coloured postcard scenes.

GOTHARD WARNER, 6 Elden Street, Barnsley,
Publisher of disaster postcards; photographed Friezland railway accident in 1909.

PETERLOO

Eric Roberts has sent some notes on the events of August 1819 in Manchester, when in an act of repression which became infamous for its brutality, the authorities used force to disperse a crowd that had gathered to urge the case for political reform. (A wide-ranging analysis of this event is to be found in the Spring/Summer 1989 edition of the 'Manchester Region History Review', which is entirely devoted to the topic).

170 years ago, on Wednesday, 16th August, 1819, on an open triangular space in the very heart of Manchester, was staged perhaps the most memorable incident ever to have taken place in the North of England. It became widely known as the "Peterloo Massacre" and was to be generally held as a landmark in the struggle for Parliamentary reform. A reporter employed by the "Manchester Observer" saw the medals worn by the soldiers who had served their country four years before at Waterloo, and as the setting for the massacre was on St. Peter's Field, he at once dubbed the atrocity 'Peterloo', a less distinguished victory.

Reformers' agitation had been growing at this time and was reaching a climax; on 16th August, 1819, between 60,000 and 80,000 people gathered in St. Peter's Field to listen to Mr. Henry Hunt, M.P., a leader in the reform movement of that period and known as 'orator Hunt'. Contingents arrived under their own flags. Oldham's flag bore the slogan "Major Cartwright's Bill" - Middleton's "Unity & Strength" and the famous Black Flag of Saddleworth "Equal Representation - or Death", showing a heart and clasped hands - said to have struck fear into the hearts of the authorities and spectators along the route.

About 1.30 p.m. Hunt arrived at St. Peter's Field preceded by Stalybridge Old Brass Band. He had only just ascended the platform when it was decided by the Magistrates present in a nearby house to issue a warrant for his arrest. It was also decided to use the Manchester Yeomanry cavalry to disperse the crowd. A contingent of yeomanry galloped from Pickford's Yard to St. Peter's Field. In doing so one of the riders knocked over a woman carrying a two year old child; the child was killed instantly, the first casualty of Peterloo. The yeomanry then commenced to attack the assembled crowd with shouts of "Have at their flags". They were later joined by two squadrons of Hussars, and in the ensuing scenes of horror eleven men died and more than 600 people were injured. The Black Flag of the Saddleworth contingent was captured and two Saddleworth men, Edward and William Dawson, lay dead. Also killed were John Ashton of Cowhill, Thomas Buckley of Chadderton and John Lees of Oldham, all cut down by cavalry sabres. Henry Hunt and another speaker, Samuel Bamford, were imprisoned.

The House of Commons later voted against an enquiry into the massacre, although in 1822 Hugh Birley, Major, Richard Withington, Captain, and two privates, all of the Manchester Yeomanry Cavalry, were tried at Lancaster for assault and wounding at Peterloo - all were found not guilty.

Was the Riot Act proclamation ever read out ?

Yes - said the Manchester Herald - at twelve o'clock.

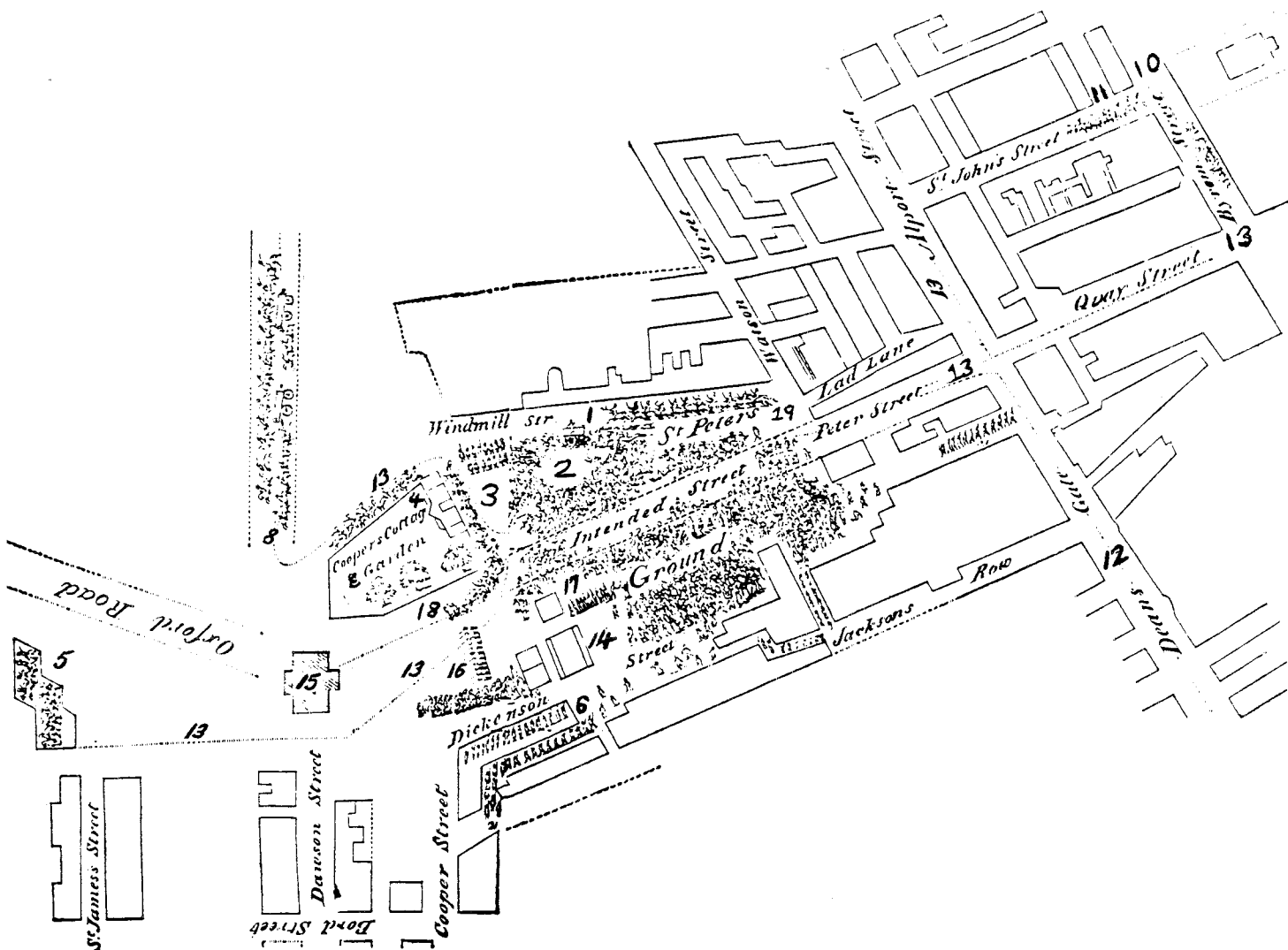
Yes - said the Liverpool Advertiser - after Hunt took the chair.

Yes - said the Wheelers Chronicle - TWICE - once by the Rev. Ethelston and once by John Silvester, Esq.

Manchester Mercury - No mention.

The Times - Didn't hear it.

Whatever the truth of the matter it is quite certain that the assembled crowd never heard it.



KEY TO MAP OF PETERLOO

1. The HUSTINGS
2. Sixteen Standards and nine Caps of Liberty.
3. Double row of Special Constables.
4. Houses where Magistrates sat.
5. Manchester Yeomanry in Pickford's Waggon-yard.
6. Detachment of Infantry in ambush.
7. Manchester Yeomanry going to charge in line.
8. Troops of Flying Artillery, with two long six-pounders.
9. Detachment of Heavy Dragoons.
10. Cheshire Yeomanry - Eight Troops.
11. The 15th Hussars, about Eight Troops.
12. Way by which Mr. Hunt entered the ground.
13. Lines of March to the ground.
14. Quakers' Meeting-house.
15. St. Peter's Church.
16. Foot Soldiers intercepting Fugitives.
17. Foot Soldiers and Dragoons, striking and intercepting Fugitives.
18. Manchester Yeomanry cutting at Fugitives.
19. Manchester Yeomanry cutting at Men and Women, heaped on each other before the houses. Some lives were saved here by the Officers of the 15th Hussars.
20. Quakers' School.
21. Foot Soldiers intercepting Fugitives.

(Map and key taken from 'Manchester Observer' 23rd October 1819).

SADDLEWORTH TEXTILE MILLS -

the Bernard Barnes' file of research at Saddleworth Museum

An important part of the Historical Society's archives at Saddleworth Museum is the extensive information on local textile mills amassed by Bernard Barnes. To help bring this underutilised resource to the attention of more society members and researchers in general, below is given a summary of the contents of the collection, which can be viewed during museum opening hours.

NOTES

The layout of the information below is the editor's and does not follow Bernard Barnes' own presentation. An attempt has been made to extract the principal points from the mass of material in the archive and give an indication of the categories and extent of data assembled for each mill.

1. The information on each establishment is contained in a clear plastic folder bearing the code given.
2. Names in brackets are alternative mill titles.
3. Grid references are included for ease of location.
4. Bernard Barnes rigourously identifies the various functions undertaken by each mill over time. For simplicity these have been synthesised here to record just the raw material used. The archive gives extensive detail on the manufacturing and other processes involved.
5. Much of the data on each mill is set out chronologically over the time span indicated by this column. (In some instances earlier and later dates will be referred to in the folder).
6. Many folders have sections dealing specifically with relevant land tax returns and deeds, the latter often being reproduced at length. Similarly, contemporary newspaper references are frequently itemised.
7. A number of the folders contain Bernard Barnes' handwritten commentaries on the history of the particular mill, these providing a convenient synthesis of the data. Hand drawn maps and diagrams often accompany these manuscripts.

Despite its thoroughness, Bernard Barnes' work is inevitably not exhaustive and is probably best used in conjunction with other research. A good recent example of the latter is Gurr, D. and Hunt, J. 'The Cotton Mills of Oldham' (Oldham Leisure Services, 1985), whilst the museum and S.H.S. archives contain many other sources of information.

Bernard Barnes used his research on mills as the basis of several articles published in the 'Bulletin'. Perhaps the best example is 'Early Woollen Mills in a Pennine Parish' in Vol. 13. No. 2. pp 24 - 56.

MICHAEL FOX.

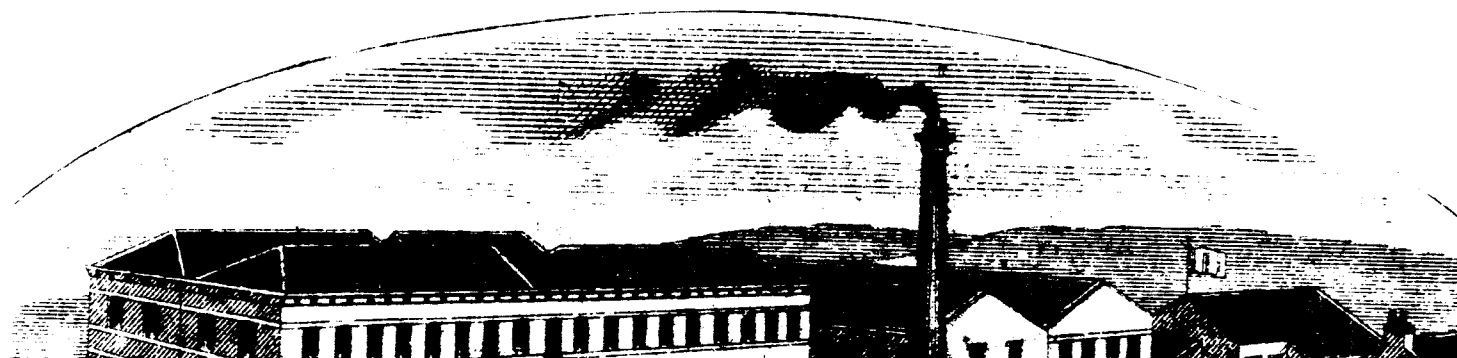
<u>CODE</u> ¹	<u>MILL</u> ²	<u>LOCATION</u> ³	<u>USE</u> ⁴	<u>BUILT</u>	<u>REF. PERIOD</u> ⁵	<u>LAND</u> <u>TAX</u> <u>REFS.</u> ⁶	<u>NEWS</u> <u>PAPER</u> <u>REFS</u> ⁶	<u>DEED</u> <u>REFS.</u> ⁶	<u>COMM-</u> <u>ENT</u> <u>ARY</u>
H/BB/3/1	CHERRY CLOUGH	Denshaw (?)	Wool	?	1821-1889				
H/BB/3/2	DENSHAW	Denshaw (977103)	Wool	?	1836-1904			✓	✓
H/BB/3/3	DENSHAW VALE WORKS (Calf Hey; Whitehead)	Denshaw (974103)	Wool	1790s	1815-1941	✓	✓	✓	✓
H/BB/3/4	HOREST	Old Tame (968095)	Cotton	1820s	1822-1904		✓		✓
H/BB/3/5	LONGROYD (Birmo)	Denshaw (982104)	Wool	1798	1804-1884	✓	✓	✓	✓
H/BB/3/6	LUMB HOLE (Lump Bottom)	Denshaw (973108)	Wool	1786/7	1800-1851	✓		✓	✓
H/BB/3/7	MARSH BOTTOM	(972111) Old Tame	Wool	c1815	1820-1904			✓	✓
H/BB/3/8	MARTIN (Brewery)	Old Tame (969098)	Cotton	?	1843-1910				✓
H/BB/3/9	NEW YEARS BRIDGE	Denshaw (984105)	Wool	1786	1786-1904	✓	✓	✓	✓
H/BB/3/10	OLD TAME	Old Tame (971094)	Wool & Cotton	c1781	1781-1910	✓	✓	✓	
H/BB/3/11	SLACKCOTE	Slackcote	Wool	1781	1781-1963	✓	✓	✓	
H/BB/3/12	WOODBROW	Denshaw (973098)	Wool	?	1819-1845				
"	WOODBROW	Denshaw (971101)	Wool	?	1830-1884				
H/BB/4/1	BAILEY	New Delph (985074)	Wool	1865	1871-1971		✓		
H/BB/4/2	LOWER BROADHEAD	Castleshaw (996099)	Wool	?	1800-1871	✓	✓	✓	
H/BB/4/3	CARRCOTE	Delph (982082)	Wool	c1827	1815-1973		✓	✓	✓
H/BB/4/4	UPPER BROADHEAD	Castleshaw (99810)	Wool	?	1815-1853	✓	✓		
H/BB/4/5	DELPH (Eagle)	Delph (985081)	Wool	?	1814-1875		✓	✓	✓
H/BB/4/6	HULL	Delph (988085)	Wool & Cotton	c1786/7	1787-1971	✓		✓	✓
H/BB/4/7	JOHNNY (Moorcroft)	Castleshaw (99092)	Wool	c1787	1787-1885	✓		✓	✓
H/BB/4/8	KNARR	Thurston Clough (981069)	Wool & Cotton	c1791	1791-1971	✓	✓	✓	✓
H/BB/4/9	LINFITTS (Swaincroft)	Linfitts (974083)	Wool	c1750s	1756-1915	✓	✓	✓	✓
H/BB/4/10	LUMB	Delph (988076)	Wool & Cotton	c1796	1801-1967	✓		✓	✓
H/BB/4/11	MOORCROFT WOOD (Little)	Castleshaw (992094)	Wool	?	1804-1863	✓	✓	✓	✓
H/BB/4/12	OLD HEY	Millcroft (994090)	Wool	?	1819-1890		✓	✓	

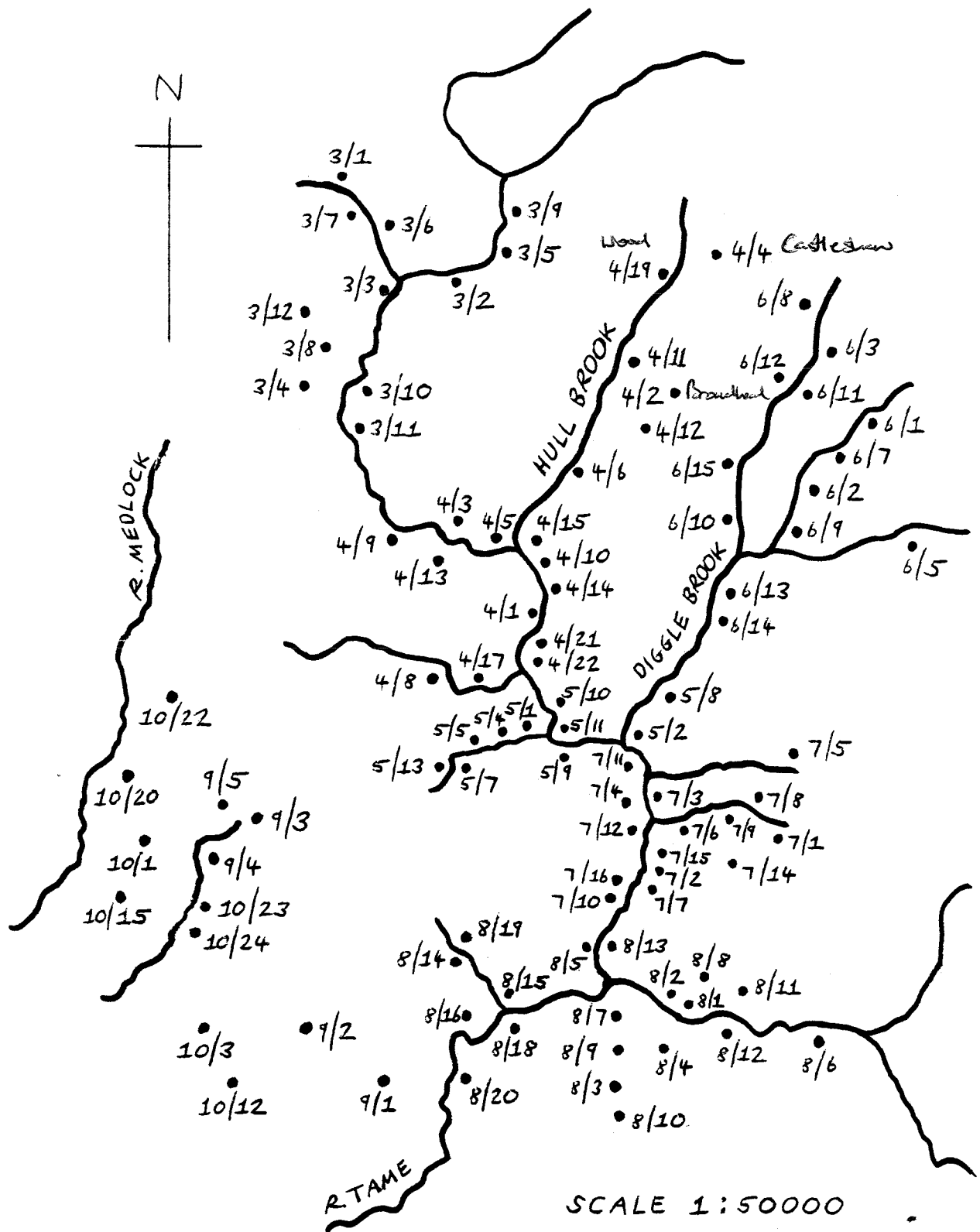
<u>CODE</u>	<u>MILL</u>	<u>LOCATION</u>	<u>USE</u>	<u>BUILT</u>	<u>REF.PERIOD</u>	<u>LAND TAX REFS.</u>	<u>NEWS PAPER REFS.</u>	<u>DEED REFS.</u>	<u>COMM- ENT ARY</u>
H/BB/4/13	PINGLE (Farrands)	Delph (979081)	Wool	c1780	1754-1971			✓	✓
H/BB/4/14	RASPING (Valley)	Delph (987077)	Wool	c1773	1773-1970	✓		✓	✓
H/BB/4/15	SHORE	Delph (986079)	Wool & Cotton	1782	1802-1891	✓		✓	✓
H/BB/4/17	TEMPLE BAR (Last Shift)	Thurston Clough (983067)	Wool & Cotton	1784	1815-1845	✓		✓	✓
H/BB/4/18	WATERS (Nield)	Castleshaw (996093)	Wool	?	1798-1890	✓		✓	
H/BB/4/19	WOOD	Castleshaw (994097)	Wool	1784	1787-1874	✓	✓	✓	
H/BB/4/20	WOODHOUSE (Song)	Delph (983079)	Wool	1745	1745-1890	✓	✓	✓	✓
H/BB/4/21	GATEHEAD	New Delph (986072)	Wool	1789	1786-1971	✓		✓	✓
H/BB/4/22	OAKDALE	New Delph (985071)	Wool	1918	1921-1971				
H/BB/5/1	BANKFIELD	Tamewater (986064)	Wool	1858	1861-1941		✓	✓	
H/BB/5/2	BROWNHILL BRIDGE (Winterbottoms)	Brownhill Dobcross (995064)	Wool	1772	1722-1941	✓	✓	✓	✓
H/BB/5/3	BROWNHILL VALE	Brownhill Dobcross (994063)	Wool	1875	1875-1922		✓		
H/BB/5/4	FOZZARDS (Street House)	Tamewater (986064)	Wool	c1830	1832-1916			✓	
H/BB/5/5	HUSTEADS	Wallhill Clough (984063)	Wool	c1842	1812-1911	✓	✓	✓	
H/BB/5/7	SHELTER :	Wallhill Clough (982063)	Wool	?	1793-1915	✓	✓	✓	
H/BB/5/8	STONEBOTTOM (Platts; Woolroad)	Woolroad (996066)	Wool	c1790	1791-1971	✓	✓	✓	✓
H/BB/5/9	TAME BRIDGE (Moor Green dyeworks)	Tamewater	Wool	?	1770-1941	✓		✓	
H/BB/5/10	TAMEWATER	Tamewater (986066)	Wool	1796	1734-1971	✓	✓	✓	
H/BB/5/11	WALK	Tamewater (989064)	Wool	?	1722-1971	✓	✓	✓	
H/BB/5/12	WALK MILL DYEWORKS	Tamewater (989064)	Wool	?	1820-1971				
H/BB/5/13	WALL HILL CLOUGH (Wall Hill Bottom)	Wall Hill (980002)	Wool	?	1818-1971	✓	✓	✓	
H/BB/6/1	BAKESTONE PIT	Brun Clough (011088)	Wool	?	1772-1900	✓		✓	

<u>CODE</u>	<u>MILL</u>	<u>LOCATION</u>	<u>USE</u>	<u>BUILT</u>	<u>REF. PERIOD</u>	<u>LAND TAX REFS.</u>	<u>NEWS PAPERS REFS.</u>	<u>DEED REFS.</u>	<u>COMM- ENT ARY</u>
H/BB/6/2	COURT (Harrop Court)	Diggle (008084)	Wool & Cotton	c1790	1793-1971	✓	✓	✓	✓
H/BB/6/3	DEANHEAD	Deanhead (008093)	Wool	?	1815-1916	✓		✓	
H/BB/6/5	DIGGLE NEW	Diggle Valley	Wool (017081)	1845-7	1845-1971		✓	✓	
H/BB/6/7	GROVE (Limbo; Ridge)	Diggle (010086)	Wool	?	1793-1925		✓	✓	✓
H/BB/6/8	KNOWL	Thorns Clough (007095)	Wool	?	1822-1867			✓	
H/BB/6/9	MITCHELL	Diggle (007082)	Wool & Cotton	1791	1793-1904	✓	✓	✓	
H/BB/6/10	THORNS CLOUGH	Thorns Clough (003082)	Wool	?	1788-1901	✓	✓	✓	
H/BB/6/11	WARROCK HILL (Warrock Hill Bleach Works)	Thorns Clough (006091)	Wool & Cotton	?	1814-1861	✓		✓	
H/BB/6/12	WARROCK HILL FOOT	Thorns Clough (005089)	Wool	?	1815-1851				
H/BB/6/13	WARTH	Diggle (004078)	Wool	1785	1761-1973	✓	✓	✓	✓
H/BB/6/14	WRIGLEY (Weakey; Hollingreave)	Diggle (001073)	Wool	1766	1768-1904	✓		✓	✓
H/BB/6/15	YEW TREE	Diggle (004085)	Wool & Cotton	?	1788-1861	✓		✓	
H/BB/7/1	ABELS (Kank)	Uppermill	Wool	?	1825-1843		✓		
H/BB/7/2	ALEXANDRA	Uppermill (997055)	Wool	1864	1871-1971				
H/BB/7/3	BUCKLEY	Uppermill (998059)	Wool & Cotton	?	1770-1912	✓	✓	✓	
H/BB/7/4	BUCKLEY NEW (Albert)	Uppermill (997059)	Wool	?	1869-1971			✓	
H/BB/7/5	CHURCH BANK (2 mills-N.B.)	Uppermill (006064)	Wool	?	1793-1880	✓		✓	
H/BB/7/6	DAMHEAD (Albion)	Uppermill (998057)	Wool & Cotton	c1785	1789-1971	✓		✓	✓
H/BB/7/7	GILES	Uppermill (996055)	Wool & Cotton	c1783	1793-1975	✓	✓	✓	
H/BB/7/8	HEATHFIELD DYEWORKS	Uppermill (003058)	Wool	?	1815-1972	✓			
H/BB/7/9	HEATHFIELDS	Uppermill (001057)	Wool	?	1815-1975			✓	
H/BB/7/10	HIGH STREET	Uppermill (996055)	Wool & Cotton	?	1811-1955			✓	
H/BB/7/11	MYTHOLM	Dobcross (995062)	Wool	1779	1779-1916	✓		✓	✓
H/BB/7/12	OLD (Old Factory)	Uppermill (997057)	Wool & Cotton	?	1793-1935	✓	✓	✓	
H/BB/7/14	SPRING MEADOW WORKS	Uppermill (002056)	Wool	?	1825-1971				

<u>CODE</u>	<u>MILL</u>	<u>LOCATION</u>	<u>USE</u>	<u>BUILT</u>	<u>REF. PERIOD</u>	<u>LAND TAX REFS.</u>	<u>NEWS PAPERS REFS.</u>	<u>DEED REFS.</u>	<u>COMM- ENT ARY</u>
H/BB/7/15	SPRING	Uppermill (997056)	Wool	?	1848-1971		✓	✓	
H/BB/7/16	VICTORIA (Hope)	Uppermill (996055)	Cotton	c1862	1861-1955		✓	✓	
H/BB/8/1	ANDREW	Greenfield (999041)	Wool	c1738	1738-1971	✓	✓	✓	✓
H/BB/8/2	BENTFIELD	Greenfield (997041)	Wool	c1791	1791-1971		✓	✓	
H/BB/8/3	BOLT MEADOW	Greenfield (995041)	Wool & Cotton	1783	1781-1885	✓		✓	
H/BB/8/4	FERNLEE VALE (Sam's o'Ben's)	Greenfield (998039)	Wool	c1836	1837-1911			✓	✓
H/BB/8/5	FRENCHES	Greenfield (993047)	Wool	1715	1715-1971	✓		✓	
H/BB/8/6	GREENFIELD	Greenfield (009037)	Wool & Cotton	1794	1794-1971	✓	✓	✓	
H/BB/8/7	HEYBOTTOM (Viaduct Works)	Greenfield (994042)	Wool & Cotton	c1810	1814-1966	✓	✓	✓	
H/BB/8/8	KINDERS (Foulrakes)	Greenfield (999045)	Wool	c1800	1800-1971	✓		✓	✓
H/BB/8/9	OAKVIEW (Bockin)	Greenfield (994040)	Wool	1812	1818-1971	✓		✓	
H/BB/8/10	TANG	Greenfield	?	?				✓	
H/BB/8/11	TUNSTEAD CLOUGH (Cog Hole)	Greenfield (004043)	Wool	c1792	1799-1938	✓		✓	✓
H/BB/8/12	WATERSIDE	Greenfield (003038)	Cotton	1836	1836-1970			✓	
H/BB/8/13	WELLINGTON (New Wellington)	Greenfield (994046)	Cotton & Wool	1852	1853-1971			✓	
H/BB/8/14	GRASSCROFT CLOUGH (Grasscroft)	Grasscroft (982046)	Wool	-	1783-1863	✓		✓	
H/BB/8/15	HIGH GROVE (Charlotte)	Friezland (983043)	Wool & Cotton	?	1770-1971	✓	✓	✓	✓
H/BB/8/16	LOWER GROVE (Grove; Greave; Hob Hole; Red Hall)	Friezland (981040)	Wool &	?	1747-1932	✓	✓	✓	✓
H/BB/8/17	MANNIS	Friezland (987042-?)	?	?	1787-1788				
H/BB/8/18	ROYAL GEORGE (Gibbs)	Friezland (983040)	Wool & Cotton	1785	1785-1970	✓		✓	✓
H/BB/8/19	THROSTLE NEST	Grasscroft (982045)	Wool	c1790	1770-1852	✓	✓	✓	✓
H/BB/8/20	QUICK (Lower Quick; Wright)	Quick (979037)	Wool & Cotton	?	1712-1957	✓	✓	✓	✓
H/BB/9/1	QUICK	Quick (974037)	Wool & Cotton	1824	1775-1890		✓	✓	
H/BB/9/2	LYDGATE	Lydgate (973042)	Wool & Cotton	?	1783-1901	✓	✓	✓	
H/BB/9/3	NEWHOUSES	Scouthead (972057)	Cotton	?	1814-1911		✓	✓	
H/BB/9/4	PASTURES	Scouthead (967056)	Cotton	1808	1818-1911		✓	✓	

<u>CODE</u>	<u>MILL</u>	<u>LOCATION</u>	<u>USE</u>	<u>BUILT</u>	<u>REF. PERIOD</u>	<u>LAND TAX REFS.</u>	<u>NEWS PAPERS REFS.</u>	<u>DEED REFS.</u>	<u>COM- MENT ARY</u>
H/BB/9/5	SCOUTHEAD	Scouthead (968058)	Cotton & Wool	1825	1828-1922			✓	
H/BB/10/1	AUSTERLANDS	Austerlands (958055)	Cotton	1819	1821-1971			✓	
H/BB/10/3	BROOKSIDE	Grotton (965042)	Cotton	1855	1855-1922				
H/BB/10/11	LANE	Grotton (?)	Wool	?	1791-1794	✓	✓	✓	
H/BB/10/12	QUICKEDGE (Jap)	Grotton (967039)	Wool & Cotton	?	1815-1913	✓		✓	
H/BB/10/15	SHELDERSLOW	Austerlands (961051)	Cotton	1823	1818- ?		✓	✓	
H/BB/10/20	STRINES (Peter; Bottom)	Waterhead (955062)	Cotton & Wool	1796	1795-1848	✓		✓	
H/BB/10/22	TOULON (Green Lane)	Strinesdale (956068)	Wool	c1800	1801-1827	✓		✓	
H/BB/10/23	WOODBROOK	Woodbrook (967053)	Cotton	1834	1814-1902		✓	✓	
H/BB/10/24	WOODBROOK OLD	Woodbrook (967052)	Cotton	?	1814-1841	✓		✓	





Saddleworth textile mill sites recorded in the Bernard Barnes file (refer to the text for details).

THE TEMPLE AND BOWLING GREEN INN

The 'Temple' at Waterhead was originally called 'Solomon's Temple' and at one time a regular Masonic Lodge was held there. An early reference (Piggot and Dean's Directory for 1824) notes - 'Solomon's Temple, New Row, Austerlands - Innkeeper, George Schofield.'

This no doubt would be New Road, as the house is on the stretch of road between Brideoak Street and the point where the old turnpike through Millbottom reaches Hollins Lane. This stretch was made by culverting the river and forming a road with a much easier gradient than that of the old route.

Mr. George Horsfall says that Millbridge, Old Millbottom, was built across the Medlock in 1770 and prior to that date the river had to be forded at this point. Huddersfield Road was not made until about 1790, and at first went down Brideoak Street and joined the old turnpike road to Austerlands at Millbottom Bridge. Later the new road was made.

'The Temple' was not listed in Baines' Yorkshire Directory for 1822 but it is interesting to note that 'The Gardners Arms', Waterhead Mill, is given and that the keeper was George Schofield. It seems that George Schofield (Scholefield) obtained a plot of land known as 'Barnfield' or 'The Clough' on which he built Solomon's Temple. George's wife, Mary, had taken over the Inn by 1828 and the name had been shortened to 'The Temple', giving the address - Waterhead Mill. Mary Schofield remained in charge of the Inn until at least 1841 when she retired aged 77 years.

Anyone referring to the directories may well be confused by the spelling of the landlord's name during the early period - initially the correct name would be 'Scholefield'. Saddleworth Parish Registers for 1795 show that George, son of George and Mary Scholefield, of High Moor, was christened 7th January and became the Rev. George Scholefield of Birks House, Austerlands; also that he was the son of George and Mary of the Temple Inn, Waterhead Mill. He was curate at Leicester in 1841, later moving to Harewood in York. He kept a school at Birks House, and died on the 26th June, 1851, in his 57th year.

Mary Schofield's son, James, took over the running of the Inn by 1843, and remained until 1851 when he handed over to Ben Buckley. Ben was originally the tenant but actually purchased the house in 1860, when it was listed as Waterhead Mill. Ann Buckley took charge from 1861 until 1875 and it was after Ann had left that the pub acquired its new name 'The Temple and Bowling Green Inn' although the Inn already had a bowling green in 1857 and is mentioned in records of 1858, when 'beating the Bounds' the 'beaters' passed by the Bowling Green fence of the Temple Inn.

Abraham Rhodes, James Taylor and Edwin Printon were successive landlords, but by 1895 James Rhodes was the occupant. He purchased the property in 1896 and subsequently let it to various tenants.

Sometime in the early 1900's Mr. Chadwick Wood became the landlord after leaving the 'Crown and Anchor', Henshaw Street, which he had kept from 1900-1909 and it was during his time at the 'Temple' that oval shaped brass tokens were issued for the amount of 2d.

Of these early days many strange tales are told about such things as 'brush-handle weddings' and even the selling of a child for a quart of good ale. Some we take with a pinch of salt, but others have a ring of truth, and truth is sometimes stranger than fiction.

The pub is now owned by Wilsons Brewery.

ERIC ROBERTS.

(Based on the work of
Leonard Kidd)

LETTERS

Maurice Dennett wishes to record the S.H.S.'s gratitude to a contributor to the Society archives from the United States:

The Society is indebted to Mr. Galand W. Nield of Afton, Wyoming, for his kind gift of copies of:

- 1) 'Extracts from the Journal of John Nield, born
23rd February 1934 at 13 Greengate Street, Oldham.'

The journal covers the period 1852-1888 and tells of his life in Oldham as worker and Mormon preacher, his emigration with his wife, child and parents via New Orleans to Salt Lake City and beyond, and details vividly the struggle to survive.

- 2) Genealogical record of John Nield related to Schofields and Broadbents of Saddleworth, and
- 3) Pedigree of John Broadbent of Saddleworth 1761.

Maurice Dennett,

Assistant Archivist,
Saddleworth Historical Society.

Enquiries about membership of the Saddleworth Historical Society should be sent to:

Mrs. E. Broadbent,
30 Beechfield,
GRASSCROFT,
Oldham,
OL4 4EL.

The Editor of the Bulletin is:

Michael Fox,
4 West Mount,
Shaw Hall Bank Road,
GREENFIELD,
Oldham,
OL3 7LF.

(Saddleworth (0457) 870378)

Contributions

The 'Bulletin' aims to reflect and encourage interest in all aspects of Saddleworth's history. As such it relies on a regular supply of material in the form of articles, reviews and letters, from members and others interested in the history of the area. Fresh material is constantly required and should be sent to the Editor, who is always pleased to discuss ideas for articles with anyone thinking of contributing. Articles need not be confined to subjects within Saddleworth's borders, but must have some connection with the district.

SADDLEWORTH HISTORICAL SOCIETY

NEWSLETTER SUMMER 1989

The wind sang to the windmill
A merry little tune;
The windmill answered gaily
'The harvest's coming soon.'

Eunice Fallon.

In early July our Chairman and Vice-Chairman visited our oldest member Colonel G.B. Howcroft just prior to his ninety-sixth birthday. He was in fine spirits and wished to be remembered to his many friends. I know that the very best wishes of all members were passed on to him.

A welcome visitor to open our Lecture Season will be Julian Hunt our past Editor who will be the guest speaker for the Bernard Barnes Memorial Lecture.

Lecture Programme.

Friday 15th September. The Millgate Centre, Delph. 7.30 p.m.	The Bernard Barnes Memorial Lecture. A Year's Work in Winslow, Buckinghamshire. Julian Hunt.
Wednesday 1st November. Saddleworth Museum. 7.30 p.m.	Transport: Its Impact on Saddleworth from 1750. Michael Fox.
Thursday 18th November. Saddleworth Museum. 7.30 p.m.	Clement V - the Accursed Pope: The Beginnings of the Papacy at Avignon. The Reverend S.L. Clayton.
Tuesday 12th December. Saddleworth Museum. 7.30 p.m.	The Annual General Meeting, followed by Members' Slide Evening.

Music at the Gallery. Saddleworth Museum. 8.30 p.m.

Saturday 9th September.	The French Quarter Jazz Band.
Saturday 28th October.	Panama Jazz Band.

Art Exhibitions at the Museum.

26 August - 17 September. Preview 25 August.	Norma S. Nelson.
23 September - 15 October. Preview 22 September.	Saddleworth Art Group.
21 October - 12 November. Preview 20 October.	Anthony Jones.

Other Events at the Museum.

Sunday 10th September.

Book Fair.

Friday 29th November.

A.R.C. Christmas Coffee Morning.

A Saddleworth Players Promotion.

Millgate Centre, Delph.

The Mikron Theatre Company present 'Speed your Shuttle' on Saturday 4th November, at 8.0 p.m. Price £2.00 Bar open at 7.0 p.m.
All seats bookable - Saddleworth 873599.

The Bernard Barnes Essay Competition.

The Society propose to award a prize of £50 for the best essay on any aspect of Saddleworth history submitted by a student who is receiving full-time education and who will be below 19 years of age on the 31st August, 1989. The closing date for entries will be 31st December, 1989. Further details will be sent round to schools in the near future or may be obtained from the Secretary of the Society.

The Vintage & Historic Vehicle Display & Run was held on Sunday the 11th June in perfect weather more than fifty cars and motor-cycles took part. The route included Greenfield, Holmfirth, Meltham, Marsden, Delph, Scouthead and Uppermill. £330 was raised for the Museum funds. The event was generously sponsored by Saddleworth Motors. Coupled with this event was a weekend of Jazz at the Museum involving four bands - The French Quarter, The Hi Life Marching Band, Sheila Collier's All Stars and the Dave Donohoe Jazz Band all of whom gave excellent performances.

The First Summer Trip. 8th July, 1989.

Before the early morning sun had gilded the minarets of Lower Mossley forty-seven members and friends had left on the Society's first Summer Outing to the Ironbridge Museum in Shropshire. Our first stop in the gorge was at the Blists Hill Museum. It is a fascinating piece of Victoriana redolent of splendid pork pies, coltsfoot rock and spanish sticks. However, one soon realises that there is very much more to Ironbridge. They don't give out the title 'World Heritage Site' for nothing - this was the birthplace of the Industrial Revolution. Then on to the Coalport China Museum where they make magic in strangely sordid surroundings. The bridge itself is still classically elegant after more than two centuries. The tour ended at the Museum of Iron. The weather stayed fine and the Committee stayed sober - just!

The Second Summer Trip.

Thankfully Wendy Murray has offered her services in organising our second Summer Outing. This will be to the Lower Yorkshire Dales visiting Brimham Rocks, Fountains Abbey and the beautiful township of Ripon, and the date is Saturday 16th September, 1989, the coach will leave the Museum Car Park at 9.15 a.m., and Delph at 9.20 a.m. The cost is £10 including a meal in Ripon, light refreshments are obtainable on route, but a picnic meal may suit. You will find a booking slip at the rear of the Bulletin, return as soon as possible and presume you are booked in if you do not hear to the contrary, taking tea at The Hornblower in Ripon.

Membership Section.

The request for family information from Mr. D.B. Schofield of Oldham, gained a gratifying response for a new member Mr. William Schofield whose Schofields were in Stoneswood, Delph, from well before 1841 until 1871 or later. The name Shaw Schofield was included in every generation and there is also one Ammon Shaw Schofield. If any members wish to join this search or have any information please write to Mr. W. Schofield, 21 Newlands Grove, Northowram, Halifax. HX3 7HZ.

Since the publication of the Spring Bulletin six new members have joined the Society.

Mr. & Mrs. M.E. Leath, Denshaw.
June Grundy, Oldham.

Mr. J.R. Whitehead, Pontefract.
Mr. & Mrs. G.J. Ruddy, Deanhead.

Another reminder that some members have not yet paid their Annual Subscription which became due in January. An application renewal form is detailed below and completion will ensure the delivery of your Autumn Bulletin.

It is with regret we have to report the deaths of Mrs. Isobel Crowther, Mr. Don Coop and Mr. W. Leech. Mrs. Crowther was one of our very earliest members and took a great interest in the affairs of the Society. It was only a few days before her death that that she accompanied us on our trip to Ironbridge. Mr. Coop was a member for several years and a great supporter of the Society's activities. Mr. Leech, who died at Easter, was an enthusiast for matters Archaeological over a long period of years and an indefatigable Roman. All three members will be sadly missed.

All members are reminded that there is a constant demand for articles for inclusion in the Bulletin. The Editor wishes to encourage the submission of any material having sufficient general historical content.

J. Hindle.
1989.

Saddleworth Historical Society

Registered Charity No. 505074

ANNUAL SUBSCRIPTIONS FOR 1989.

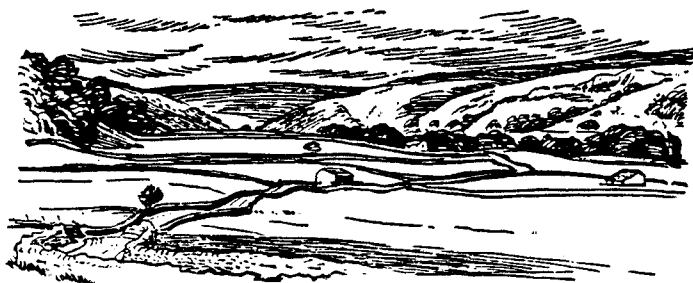
To: Mrs. E. Broadbent,
30 Beechfield,
GRASSCROFT,
Saddleworth,
Oldham. OL4 4EL

I wish to renew my Membership for 1989.

Family Subscription	£7.00
Single Subscription	£5.50
Retired - Single & Family	£4.00
Student	£4.00

Name	Address
Date .....	.....
Cheques made payable to Saddleworth Historical Society.	 Post Code.

THE YORKSHIRE DALES



SUMMER COACH OUTING LOWER YORKSHIRE DALES.

SATURDAY 16th SEPTEMBER, 1989.
9.15 a.m. at the Museum Car Park.

Please book _____ places for Yorkshire Dales Trip.

I enclose _____

£10.00 Adults.
£7.00 Children.

Name/s _____

Cheques made payable to
Saddleworth Historical Society
and forwarded to:

Address _____

Mrs. Elsie Broadbent,
30 Beechfield,
GRASSCROFT,
Oldham.
OL4 4EL
tel: 87-2870

Tel. No. _____