

The Bulletin of the
Saddleworth
Historical
Society

June 1971

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BULLETIN

OF

THE SADDLEWORTH HISTORICAL SOCIETY

Volume 1 Number 2

June 1971

SADDLEWORTH HISTORICAL SOCIETYCurrent Projects

The editor asked me to write a few words about the work the Society has in hand. The position may have changed before the Bulletin is published because I am writing this at the beginning of June.

1. Archaeology: Weather permitting we will resume excavating at the flint site this weekend. A party will go out every Sunday during the summer providing we have had no rain since the previous Thursday morning. The ground would not otherwise be dry enough. The Early Section is considering whether to investigate some other site near enough for evening work. This would be additional to the main excavation. Work has started on the recording of archaeological finds in Saddleworth (vide last Bulletin).

2. Diggle New Mill: A complete write-up is being undertaken by two of our members.

3. Gazetteer: The sub-committee met last week to formulate plans for the collection of more material.

4. Roman Road: Under the guidance of Mr. D. Hague and the auspices of the W.E.A., the Roman Road party are having considerable success with their project. It is too early to announce the results: exploratory forays have been made during the Spring and more are planned. Mr. Hague will again be directing us next Winter.

5. Industrial Archaeology: We are preparing a further list of sites for Mr. R.J.R. Tanner.

The above is not a comprehensive list of our current work, but it is illustrative of our main efforts. May I make the point, and strongly, that the Society's interest covers a very wide field, and there must be many non-members who have information or advice which could help us. We would be delighted to hear from them. The Society cannot adequately fulfil its role without the co-operation of the public.

If any reader is not a member of the Society and would like to learn more about our activities, the Secretary will be pleased to provide details. Please write to:

Mrs. M. O'Brien,
19, Burnedge Fold Road,
Grasscroft,
Nr. Oldham.

John Murray
(Chairman)

"SOCIETY SCRAPBOOK"

This section of the Bulletin is to record items of general interest, discoveries, sources of reference, etc., which, although of no direct connection to any project being undertaken by the Society at the present time, may be relevant in the future. The section may provide the only record of the item or incident for posterity, and could prevent them from being completely forgotten.

Homes of Ammon Wrigley.

His father and mother, Thomas and Mary Wrigley, married and first resided at Oxhey (built 1774), subsequently moving to Far Hey where

Ammon Wrigley was born. To reach Far Hey one takes the Delph road from the Junction Inn at Denshaw, and then turns left up Wham Lane and then right. It was at one time a group of three cottages, but is now a ruin down to the base.

Later the family moved to Hey, then to Springhill (?), and then to the small cottage at Millcroft in the Castleshaw valley. The Middle Cottage was his next home, followed by the Big House, which had been built by John Milns who died in 1819 and is buried at Heights. Subsequent homes were Song Mill, Friarmere Lodge, Beswicks and finally Hill Top.

S. Seville
(Ammon Wrigley's son-in-law)

The Uppermill Brickworks.

During the building of the Stalybridge - Diggle loop railway line in 1885-86 many of the bricks used on the viaducts, bridges and tunnels were supplied from a brickworks at Pickhill. The contractors for the line were Taylor and Thompson, and the brickworks were also owned or operated by these contractors. According to a report from a resident of Uppermill, these brickworks were near the site of the present Secondary School. Further information on this item would be welcomed.

D. Chadderton

Mill Sites in Saddleworth.

The following list was compiled by members of the W.E.A. Industrial Archaeology class and members of the Transport and Industry Section of the Society in 1968. A key map was produced for part of Saddleworth using Ordnance Survey Six Inches to the Mile maps. The map shows Roman, Mediaeval and Turnpike roads as well as the mill sites.

Many of the earlier mills listed appear in the 1814-1817 Directories in the Irad Hewkin collection, whilst others have been added by members (Mr. F. Battye, Mr. J. Buckley and Mrs. Jackson) having local knowledge. Corrections and additional information, particularly regarding dates and type of work undertaken, will be gratefully received. Interested members may borrow the map from Mr. J. Buckley, Tel. No. Saddleworth 2896.

a) Diggle and Uppermill Valleys.

1)	Dean Head Mill	woollen
2)	Acker Mill	Woollen (fulling)
3)	Warrock Hill Mill	woollen 1814 bleachworks 1850
4)	Warrock Hill Foot Mill	woollen
5)	Yew Tree Mill	cotton
6)	Thorns Clough Mill	woollen
7)	Warth Mill	woollen
7a)	Bakestone Mill	
8)	Limbo Mill (Grove Mill)	woollen
9)	Harrop Court Mill	woollen
10)	Mitchell Mill	woollen
11)	Diggle New Mill	woollen
12)	Diggle Mill	paper
13)	Wrigley Mill	woollen (fulling)
14)	Stonebottom Mill	woollen
15)	Brownhill Bridge Mill	woollen
16)	Mytholme Bridge Mill (or Scytholme Bridge Mill?)	saw mill
17)	Buckley Mill	woollen, bleaching
17a)	Buckley New Mill	woollen
18)	Old Mill	woollen

19)	Dam Head Mill	cotton and woollen
20)	Giles (Alexandra) Mill	woollen
21)	Victoria Mill	cotton
22)	High Street Mill (was this George Shaw's workshop?)	woollen
23)	Church Bank Mill(s)	woollen
24)	Heathfields Mill	dye works
25)	Heathfields Mill	woollen
26)	Spring Meadow Mill	dye works
27)	Spring Mill	woollen

b) Denshaw Valley.

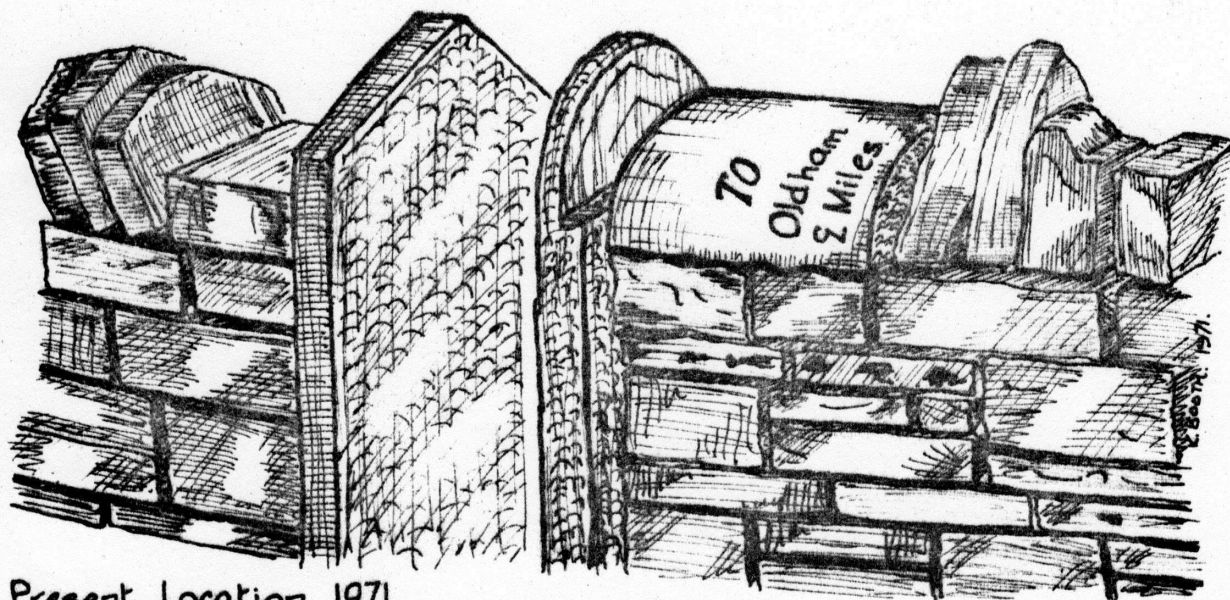
28)	Brimmy Croft Mill	woollen
29)	Dumfries Mill	woollen
30)	Denshaw Vale Mill	printing
31)	Woodbrow Mill	woollen
32)	Horest Mill	cotton
33)	Old Tame Mill	woollen and cotton
34)	Slackcote Mill	woollen
35)	Linfitts Mill	woollen
36)	Pingle Mill	woollen
37)	Woodhouse Mill	woollen
38)	Shore Mill	woollen
39)	Rasping Mill	logwood dye, woollen, felt hatting
40)	Lumb Mill	woollen

c) Castleshaw Valley, etc.

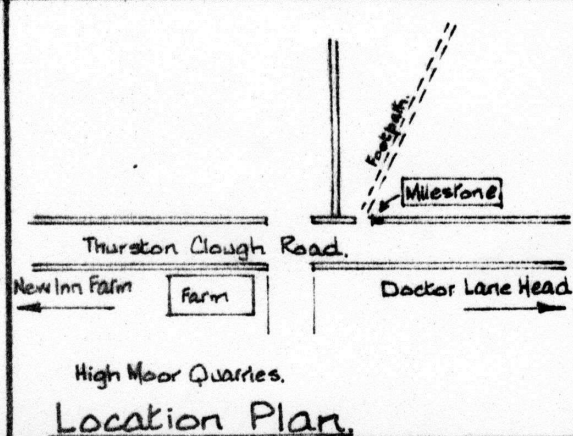
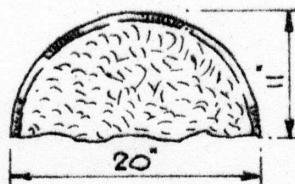
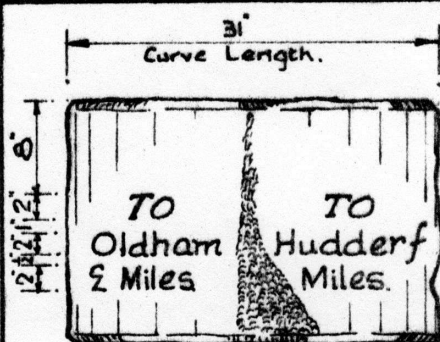
41)	Castleshaw Mill	woollen
42)	Broadhead Mill Higher	woollen
42a)	Broadhead Mill Lower	woollen
43)	Wood Mill	woollen
44)	Moor Croft Mill	woollen
45)	Johnny Mill	woollen
46)	Waters Mill	woollen
47)	Old Hey Mill	woollen (felt for hats)
48)	Hull Mill	woollen
49)	Carrcote Mill	woollen and felt hatting
50)	Eagle (Delph) Mill	woollen
51)	Bailey Mill	woollen
52)	Gatehead Mill	woollen
53)	Tamewater Mill	woollen
54)	Tamebridge Mill	woollen
55)	Walk Mill	woollen
56)	Walk Mill Dye works	dye works
57)	Wall Hill Mill	woollen
58)	Shelter Mill	woollen
59)	Husteads Mill	woollen
60)	Fozzards Mill	woollen
61)	Bankfield Mill	woollen (blankets and rugs)
62)	Knarr Mill	woollen
63)	Thurston Clough Mill	tannery

Milestones on the Austerlands - Wakefield Turnpike.

Two previously unrecorded milestones on this turnpike road have been located recently. A sketch of one of them is shown on the next page (Mr. K. Booth).



Present Location. 1971.



FIRST TURNPIKE MILESTONE - THURSTON CLOUGH ROAD.

Location - Built into wall, as coping stone, on Thurston Clough Road, East of Doctor Lane Head (See Location Plan.)

Description - Semi-circular in section, the crown of the curve which is upper-most, is badly weathered in places and the mileage to Huddersfield is obliterated. The flat surface is very rough and appears to have been broken away from what could have been either a circular milestone or a Corner Stone. The missing letters from Huddersfield substantiates this theory.
 Note - Probably Huddersfield would be spelt Huddersfield.

Comments - On the Oldham side of the milestone the distance to Oldham appears to be carved upside down and resembles a 3. In its present location the milestone is approx. 3 miles from the centre of Oldham.
 From the above notes it would appear that the milestone belongs to the First Turnpike road from Oldham to Huddersfield and this would date it circa 1759.

DELPH MECHANICS' AND LITERARY INSTITUTE
1855 - 1954

Part One: The Early Days

It was when speaking at the opening of a bazaar at the Institute in 1888 that Henry Mallalieu, J.P., told the story of the early days of the 'Delph Mechanics'. He said that the Institute was established through the efforts of a group of young men who, in the early 1850's were anxious to provide library facilities in Delph. Even in 1888, records of their activities were unavailable. So often the promoters of schemes are more enthusiastic about their future plans than in leaving records of proceedings. The first two attempts to provide a reading room failed, and when later the idea of a Mechanics' Institute was being discussed those who had taken part in these earlier efforts approached James Lees, J.P. of Delph Lodge, he agreed to help and a meeting was held in the assembly room at the Bell Inn. Originally, the principal object of the promoters of the Institute was the establishment of a reading room since at that time not a single daily paper found its way to Delph. The Leeds Weekly Mercury cost 7d. and the organisers aimed to provide Delph with its first daily paper. Later, a reading room was opened at the Rasping Mill with the help of the owner of the mill, Joseph Shaw, who was to become one of the early Presidents of the Institute.

Henry Mallalieu quoted no dates in his speech, but the Jubilee celebrations in 1905 make 1855 the date of the formation of the Institute. Its early work was hampered by the lack of suitable premises. For thirty years the members met in various buildings such as the assembly rooms and committee rooms at Rasping Mill, the Co-operative Hall, and several school-rooms. It was clear that better premises were required, although there was a division of opinion in the district. Some people wanted a Public Hall, while others favoured a Mechanics' Institute. The district was canvassed in order to assess the measure of support for each scheme. All these early efforts were to prove fruitless because no centrally placed land was available for building.

A notable feature of the early days of the Institute at Delph was the presentation of Penny Readings. As the name suggests, these were meetings where speakers would read the works of famous writers and poets to an audience who had paid a penny for admittance. One can find many references to the success of these readings, and to the popularity of such readers as James Lees of Delph Lodge and Charles Winterbottom. The readings were held at the Co-operative Hall, and the Saddleworth Reporter of 3rd January 1885 says of the early ones:-

"They not only afforded instruction and information to the public but they elevated the literary and musical tastes of the people. Many a good reader has come forth from his retirement and developed his elocutionary powers at the Penny Readings and it was here that many local vocalists distinguished themselves. The Co-operative Hall would be crammed at almost every meeting and the genial face of the President, James Lees, was seldom missing from the Chair. Whenever he read a humorous piece it was a treat to see him lay his book down on the table and enjoy a good hearty laugh along with his audience."

A humorous poem written and presented by T. Wood at a revival of the Penny Readings in December 1893 tells of another of the early readers, Charles Winterbottom:-

"Then there is a Shakespearean friend
 Who could quote from the poets without measure or end.
 He could revel in Goldsmith, Byron and Burns,
 Taking Shelley, Tom Moore and Bacon by turns. "

The next phase in the development of the Institute at Delph was the provision of the building. Although no accurate records of the costs or of the sources of revenue are available, it is fairly certain that the whole cost would be borne by public subscriptions and donations. Joseph Shaw, of Rasping Mill, signed all the contracts for the new building, and undertook to be responsible for all the liabilities. It was estimated that the building of the Institute would cost about £3,000 including the cost of the furniture. Of this, £1,000 was raised by public subscription, and it was hoped to raise another £1,000 by holding a grand bazaar when the building was complete. Presumably the other £1,000 was guaranteed by Joseph Shaw. It was in 1884 that the building was completed.

Delph must have been an extremely busy place at that time. Six new public buildings were being built and near completion. These were the Mechanics' Institute, the Liberal Club, the Mission Chapel, the Wesleyan School, and the new Bank. The following extracts from the Saddleworth Reporter give a picture of life in Delph in 1884:-

"Since Delph became famous, because of the public spirit and enlightenment of its inhabitants, it has been the resort of all classes and conditions of men. It is the Eldorado of Saddleworth - the place where money can best be invested, with sure and certain hopes of future 'divis'. With the great schemes now on hand, it is impossible for the natives to do all the work, hence workmen have had to be imported from almost every part of the civilised globe. The 'aristocratic' element is also getting strongly represented, comprising many who have never soiled their hands with labour but who, by drawing upon their fertile imagination, prefer to exist on the charity of a too credulous public. Matters are really becoming serious to the ordinary native. Formerly he could tell the name, age and pedigree of all his neighbours, but now such a thing is out of the question. If he leaves his pleasant fireside and goes out into the street, instead of hearing the native dialect of his forefathers, a dozen different sounds fall upon his startled ears, and as he listens to so many dialects and languages he really wonders whether after all he is walking on the old sod, or breathing the pure air of his native Saddleworth. Among the great undertakings that the Delphites have in hand is the enlargement and improvement of the railway station. At this place a great number of men are employed. They are a strange lot and it would amply repay any phrenologist to have a look at them

Another article in the Reporter of 3rd January 1885 says that the "Delph people are still going in the path of progress". The article outlines the work in progress and says that "if they go on for a few years they will be ready for a Charter of Incorporation".

The Grand Bazaar took place in November 1884. It was a grand affair and a huge success, raising £900 in three days. Members had worked for five or six weeks erecting the stalls and covering the bare, newly-finished walls with flags and banners of all colours and sizes. Many of the plants used to decorate the hall and a collection of oil paintings in the room below were lent by Joseph Shaw of Rasping Mill, the President of the Institute. He also presented a collection of majolica ware to the bazaar.

The bazaar was opened by J.E. Platt in place of his elder brother, S.R. Platt of Werneth Hall, Oldham, who was ill. An extract from his speech at the opening throws some light on the attitude of the wealthy industrialist to the working classes and their institutions. He said:

"Of course, buildings such as Mechanics' Institutions were highly necessary in communities where there were large numbers of working classes. In these Institutions they were able to gather the people together in the evening when they might otherwise be wasting their time in various ways. They were gathered together, and by means of newspapers and literature provided for them, their minds were improved".

He congratulated the people of Delph upon their handsome new building. They had a splendid room for entertainments, concerts and balls, and with "nice entertainments like these, the young ladies would have something to think about besides their work".

Advertisement in the Saddleworth Reporter of 22nd November 1884:

NEW MECHANICS' INSTITUTE, DELPH

A GRAND BAZAAR

In aid of the Building Fund will be held in the new Institute on Thursday, Friday and Saturday 27th, 28th & 29th November 1884.

The Bazaar will be opened at eleven o'clock on the Thursday morning by

S.R. Platt, Esq., J.P., of Werneth Hall, Oldham

Luncheon will be provided in the Large Tea Room at one o'clock.

Selections of music will be given at intervals during the first day by members of the Saddleworth Reed Band.

Grand Fine Art Gallery and Museum

A series of Grand Concerts will be given on each day while the bazaar lasts.

Tea and Coffee provided at any hour.

A special train will leave Delph each night for Greenfield, to meet the Huddersfield and Manchester trains. The one on Saturday will run through Oldham and call at all the intermediate stations.

Admission:- Season Ticket - 2s.6d. each. Thursday 2s; after four o'clock 1s. Friday 1s; after six o'clock 6d. Saturday 6d.

Tickets may be had from T.E. Moorhouse and Edward Cave, Hon. Secretaries.

J.G. Parry.

THE IRAD G. HEWKIN COLLECTION

This is owned by Saddleworth Urban District Council, and is in the care of Saddleworth Central Library, High Street, Uppermill.

As stated in the First Edition of the Bulletin, it is intended that details of the collection should be published under its various sectional headings. A list of the Ecclesiastical material is therefore given below:

- E 1 Anniversary hymn book, St. George's Chapel, Mossley
- E 2 A Manual of Parochial Psalmody - Rev. T.H. Horne, B.D., 1835
- E 3 A Manual of Parochial Psalmody - Rev. T.H. Horne, B.D., 1849
- E 4 A Selection of hymns for the Sunday School at Delph, 1809
- E 5 A Selection of prayers, psalms and hymns for the use of Strinesdale Sunday School, 1815
- E 6 A Selection of prayers, psalms and hymns for the use of Saddleworth Sunday Schools, 1828
- E 7 As above (Second Copy)
- E 8 A Selection of hymns for the Sunday School at 'Diggle-Bridge', 1807
- E 9 A History of Delph Methodism 1770-1850 by Edwin Hudson, 1902

BRITISH PREHISTORY CONFERENCE AT SHEFFIELD: 8th MAY, 1971.

10 - 11 Prof. G.W. Dimbleby: "The Mark of Prehistoric Man on the
British Landscape".
11.30 - 12.30 Prof. Grahame Clark: "Inquest on Star Carr".
2 - 2.30 Dr. Paul Mellars: "The Pennine Mesolithic: Jeff Radley's
Contribution".
2.30 - 3.30 Dr. Terence Powell: "The British Chariot".
4 - 5 Dr. Glyn Daniel: "The Northern Antiquaries".

Professor Clark's contribution showed the breadth of his experience and involvement in the world of archaeology. It was fascinating to hear

the conclusions drawn from his finds at Star Carr, conclusions which helped to establish amongst other things the type of fauna and the life they supported at this settlement. The hunting, food-gathering activities of these Maglemosian people must have entailed a considerable knowledge of the life-cycle and migrations of their prey, and the application of that knowledge to the pattern of their own lives.

Dr. Mellars' lecture was tailor-made for us, dealing exclusively with the Mesolithic Period. As one might have expected, he introduced his talk with an appreciation of Francis Buckley's work in the Southern Pennines. It was significant that many of our local hills and moors featured at various times in his discourse - March Hill, Lominot, Readycon Dean, to mention but a few. It was also very interesting to learn that Mr. Buckley's classification of Mesolithic flints into broad-blade and narrow blade industries respectively had been confirmed by the thirteen new sites excavated. He reviewed some of the features distinguishing these sites and referred to the various excavations conducted by J. Radley and himself, including Deepcar, Broomhead Moor, Dunford and Beeley Moor. The talk was supplemented with slides

The talk by Dr. Powell on the British Chariot included a film.

Dr. Glyn Daniel rounded off the day with a polished and entertaining discourse concerned in the main with the early days of archaeology, the prejudices of the public towards British prehistory, and the introduction of Museums.

During the breaks we were able to discuss the progress of our excavation with Mr. J. Hallam and Mr. B.J.N. Edwards. Mr. Hallam promised to spend a weekend with us, probably in June, and he hoped to be able to bring along a palaeobotanist to give his opinion about our site. This could tell us whether it was worth a large-scale exercise with the archaeology a minor, albeit important part. Mr. Edwards said that he would like to visit Saddleworth and see our activities.

Mr. J. Gilkes of the Tolson Museum was present and we discussed the Society's affairs with him.

We also introduced ourselves to Dr. Mellars. He was most interested in the account of our excavation, and was impressed with the microliths the site has yielded so far. We drew his attention to the similarity between the Beeley Moor finds and our own, and he agreed that this was indeed so. He asked us to keep in touch with him.

It was a worthwhile, potentially fruitful conference.

J. Murray.

SADDLEWORTH AT THE BEGINNING OF THE TWENTIETH CENTURY

CHRONOLOGICAL NOTES

Part 2: 1901

Death of Queen Victoria. Memorial services at Saddleworth Church, Delph and Denshaw held at the same time as the Royal Funeral. Wintry, snowy weather. Crowd in mourning. Procession to Saddleworth Church with Police, Volunteers, Magistrates, Councillors, Guardians, Oddfellows, Freemasons and the Royal George, Boarshurst, Dobcross, Diggle and Castleshaw bands. The Royal George Band led the procession with a draped drum.

Proclamation of Edward VII read at Market Place, Delph, Dobcross Square, Uppermill Square, and Road End, Greenfield, by the Chairman of the Council. The trumpets sounded a fanfare, the proclamation was read, the National Anthem was sung accompanied by the local band, and three hearty cheers

were raised for the new monarch. The officials travelled from one proclamation to another in wagonettes and private conveyances.

1901 Census. 40,000 men were engaged in the census in England and Wales, Isle of Man and the Channel Isles.

Dr. H.K. Ramsden arrived at Saddleworth Station from South Africa, where he had served as an army surgeon, and was met by his family, friends and Dobcross Band. He was conducted to his mother's home in a procession of well-wishers.

Discussion about the upkeep of the new playground at Bell Meadow, Delph.

Circular sent to all members of Saddleworth Farmers' Association stating that milk was to be sold at 3d. per quart.

20 cases of Diphtheria. Precautions taken.

Winding up of Baths Committee. Funds to be handed to Council with a view to baths being built. Failing this, the money to be used to reduce rates. Offer turned down by council.

Thorns Clough Mill burned down. 40 people lost their work.

Able-bodied Vagrants at Workhouse to break 2 cwt. of stone as payment for lodging.

Castleshaw Reed Band Jubilee Celebrations at Castleshaw School.

Wakes held in Field instead of Square at Uppermill. Sports arranged in field by owner of roundabouts.

Heat Wave. Grass very thin due to lack of rain.

Saddleworth Volunteers. 200 in camp at Scarborough.

Record Bags of Grouse on moors. 399 brace shot at Upperwood.

Dobcross Square lamp removed to Delph to make room for Dr. Ramsden's Memorial.

September Fair at Delph consisting of many chinaware tables.

Oldham Telephonic Co. offered service to Saddleworth. Offer accepted.

Tramway system for Saddleworth discussed. Proposal by firm of engineers to build a tramway from Lees to Delph via Springhead, Greenfield Station and Uppermill.

Saddleworth Weavers and Woollen Workers. 305 out of 307 voted in favour of stopping work at noon instead of 1 o'clock on Saturdays.

South African War Fund. Six families in Saddleworth receiving grants from fund.

Application to Board of Trade by Council to erect a generator of electricity for public and private supply.

Snowstorm. 2 persons died from exposure. Flock of sheep belonging to workhouse buried for three days. Mail cart, post and driver stuck in snow at Lydgate. Mail delayed for 12 hours.

Compiled by Mrs. H. Wood

Part 3: 1902, will appear in the next issue of the Bulletin.

THE GROMA.

In planning their roads it is unlikely that the Roman engineers used any surveying instruments other than poles and/or movable beacons (to mark out the alignment from one high point to the next), measuring rods of length

10 Roman feet (9.7 feet in English measurement), possibly a level, and for certain calculations perhaps an odometer. They did, however, have several other surveying instruments available, of which the most important was the groma - so much so that the professional title of land-surveyors was 'gromatici'; they were also called 'agrimensores'. The word 'groma' came into Latin through Etruscan from the Greek 'gnomon' or 'gnoma', meaning a pointer or indicator.

Essentially, the groma was a vertical shaft with a bracket attached to its upper end; the bracket supported a horizontal cross whose four arms were at right angles and of equal length: this cross was arranged to turn horizontally about a pivot. The shaft was stuck in the ground, the centre of the cross being placed exactly above the centre of the area to be subdivided (if this was the object of the survey), and weights on plumb-lines were hung from the four ends of the cross (Figs. 1 & 3). By means of these, sights could be taken in four directions. Some sort of base, square or round, with marked centre at ground level is sometimes implied: the pivot would be centred above it (Fig. 2). There is a carving of a groma on a surveyor's tombstone, and an actual specimen has been recovered from Pompeii: several descriptions and incidental representations exist.

The groma was used for any kind of chequerboard or grid layout, such as new towns, land allotments, and colonies; the army used it to lay out their regular camps and forts. Every Roman legion had its detachment of surveyors, called 'mensores', in whose equipment the groma would certainly have a place.

Other instruments used were the water level ('libra aquaria'), another type of level with a plumb-line called a 'chorobates', a sort of theodolite called a 'dioptra', described in complicated detail by Heron of Alexandria in the first century A.D. but apparently in actual use unsatisfactory, and various small mathematical instruments such as pairs of compasses and dividers of which specimens were recovered from Pompeii.

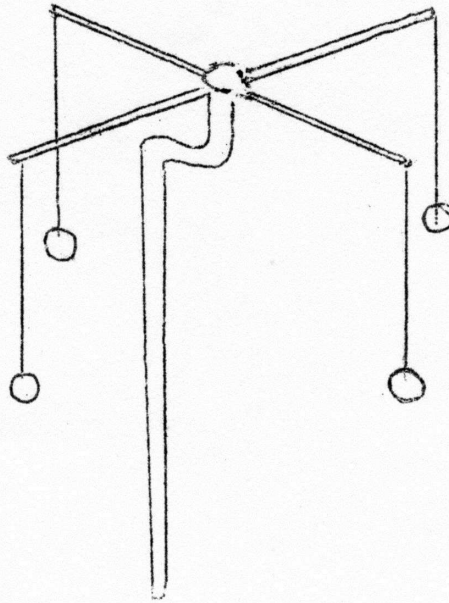
Of the works of ancient writers on surveying we have only fragments. Frontinus (30-104 A.D.) wrote two volumes on land-surveying, but only a few excerpts survive, preserved along with treatises by Hyginus 'Gromaticus' (about 100 A.D.) and several others, named or anonymous, in an edition of the sixth century, horribly corrupted and interpolated, called the 'Corpus Agrimensorum Romanorum'. Vitruvius, an architect and engineer of the early first century A.D., drawing on his own experience and on the work of earlier architects, mostly Greeks, wrote a treatise on architecture and engineering in ten books called 'De Architectura', which survives entire, and supplies us with much information on tools, instruments, and machines, as well as engineering and architectural methods.

Further information can be found in: "The Legacy of Rome", ed. Cyril Bailey; Oxford University Press (Chapters on Science, Engineering, and Communications). "Roman Colonisation under the Republic", by E.T. Salmon; Thames and Hudson. "Everyday Life in Roman Britain", by M. and C. Quennell; Batsford. "The Oxford Classical Dictionary", or any large classical dictionary of reasonably recent date.

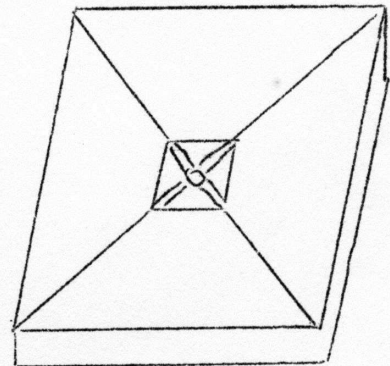
Figs. 1, 2 and 3 are overleaf.

Fig. 1.

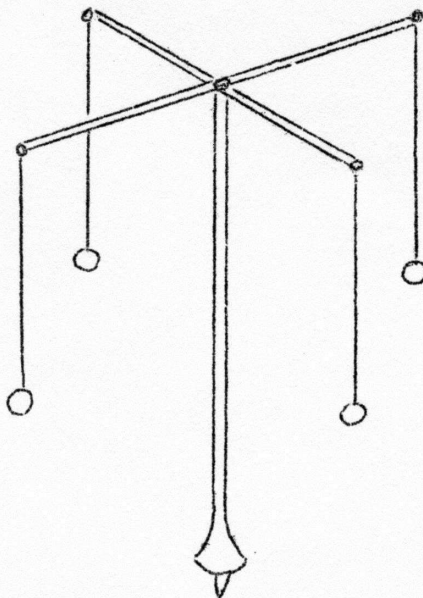
Drawing of groma based on reconstruction
in "The Legacy of Rome", P. 298.

Fig. 2.

Type of base to which
groma could be suitably
attached

Fig. 3.

Simpler type of groma.



LETTER TO THE EDITOR.

Sir,

After reading your information regarding Boarshurst in Gazetteer of Old Saddleworth, I wondered if the following information would be of any interest.

We have a record of the school from 1833-1843, the year when Boarshurst School withdrew from the Saddleworth Sunday School Society. The Inspectors in 1833 were James Radcliffe, Boarshurst; John Wood, Knowletop; John Hinchcliffe, Roadend; and John Hirst, Kinders. Number of scholars 250.

In 1843 the Inspectors were John Radcliffe senr., Boarshurst; Wm. Whitehead, Bentfield; Ralph Hawkyard, Furlane; and John Radcliffe Jnr., Boarshurst.

One reference to Boarshurst reads as follows: March 1831, "That a bill of Mr. Shackleton for coals and ink amounting to 18/6 be paid. Also 13/3 be paid for repairs to windows damaged during the storm in Jan. 1831".

The book containing the Resolutions and Records of the Committee of Saddleworth Sunday Schools is the source of my information, and covers Kilngreen, Wharmton, Delph, Castleshaw, Denshaw and Boarshurst Schools from 1833-1861. Reference is also made to the school at Bridge House, Dobcross.

Until the mid-1840's, the quarterly meetings were held at various Inns in Saddleworth, and the names of the Innkeepers are given together with details of books used, equipment, cost of printing, repairs, teachers' names and payments, and the lists of Inspectors appointed each year for the various schools.

Bulletin, Page 7. G.J. Buckley should be G.F. Buckley.

Page 10, Newhouses. You refer to this as being the early home of the Buckley family. My husband's branch of the family moved into Saddleworth in the sixteenth century, and the first proved will was that of Edmund Buckley in 1581. His son Gilbert lived at Grotton Head, and William had the same Estate between Delph and Denshaw.

The sources and earlier information from the 13th century were verified and recorded by Mr. G.F. Buckley of Linfitts House, and earlier, Broadhead.

Yours faithfully,

B. Buckley.

The Wing,
Brookland Lodge,
Delph.

VISIT TO THE MELANDRA - BUXTON ROMAN ROAD, THE MAGPIE LEAD MINE AND CROMFORD

Saturday, 3rd May, 1971

The privately-owned Crossley double-decker bus should have picked us up at 9.30 in Uppermill. At 10 o'clock, Edith Howarth came to tell us that it had blown a gasket, and that a replacement bus, owned by the Crossley Bus Preservation Society, would be along shortly. "A bit of difficulty getting it out of the garage", she explained.

Ten thirty saw us all (twenty-two adults and fifteen children) heading towards Glossop. Just out of Stalybridge came our first (unscheduled) stop. Not bad that: we had covered every bit of six miles. "Nothing to worry about", said Mike (the driver), "I had a bit of trouble yesterday. Just a few presses on the fuel pump priming lever and we're away". And we were.

George Taylor, the leader and organiser of the trip, had all the while been patiently waiting outside the Roe Cross Inn in Mottram (it being closed at that hour). Had not Gordon Parry driven on ahead to warn him of the delay, George might well have eaten his sandwiches and gone home.

However, after a brief review of the day's forthcoming events, off we set, first of all to view part of the Roman Road that ran, some 1,900 years ago, between Melandra, on the outskirts of Glossop, and Buxton. The part chosen for us to look at crosses a modern minor road which cuts right through it at right angles, the agger and possibly some of the paving stones being clearly visible. It had been intended that we should walk some way along the Roman Road, but time was pressing, and a second unscheduled stop out of Glossop had delayed us still further.

The visit to Buxton, therefore, was out, and so we ate our lunch, together with the local sheep and their offspring, overlooking Fernilee Reservoir.

Two or three more unscheduled stops saw us through Buxton and out on to the Ashbourne road. Rolling limestone country this. The turn-off to Sheldon was barely a mile behind us when again we had to stop. The repair crew, by now well-versed in their art, were off the bus before it had stopped, and soon got us under way again.

Although these stops were not very long in themselves, being only a few minutes, they were beginning to add up to a serious delay. We had arranged to meet Mrs. Lunn, the Secretary of the Peak District Mines Historical Society, at the Magpie mine at 2 o'clock, and it was now well after. However, a few more miles and we were in Sheldon village and crossing the fields to the mine. Although we were three quarters of an hour late, Mrs. Lunn was patiently waiting for us, and fully understood our difficulties.

While she described the mine's working and history to the party, our driver and bus owner, Mike Howarth, together with David Chadderton, John Buckley and Mike's assistant, stayed behind and replaced part of the fuel pipes with some piping donated gratuitously by a baffled AA man earlier in the day.

We left the mine at about 5 o'clock, and after tea on the bus, set off on a more optimistic note to Bakewell. After a break of half an hour there, while the bus was refuelled we set off for home. It had been decided earlier that it was now too late to go on to Cromford, and that we had better call it a day. (There were those who called it something else!).

Our optimism was, alas, short-lived. We were barely five minutes out of Bakewell when the palsy struck again. So it wasn't an air leak in the fuel pipe after all! But what?

A couple of miles further on, it struck again, and our journey was now punctuated every mile or so with the inevitable stop.

At a stop in Middleton Dale, it was decided that we should call at the RAC box at the head of the valley and phone for help. We never reached it: so the writer hitched a lift in a passing car, only to find that the RAC box phone and the only other local private phone were out of order. A short walk into the now twilight evening found Foolow's public phone in working order, and a call to the AA was put through. "Stay there", they said, "And we'll call you back when we've got some assistance on its way". So I stayed.

Half an hour or so later Ken Booth appeared: having hitched a lift in a passing car and having found my note on the RAC box, he had come on to

Foolow. Apparently fears were being expressed that the bus was becoming a danger as it was almost dark and the road was narrow. It was suggested that the police ought to be informed, and that they should come and put up warning signs. A 999 call by Ken saw to this.

I was, by the way, still waiting for the AA to ring back. (I had, incidentally, tried to ring their Manchester office with a number given to me by the Sheffield office, but I discovered the following day that it was a day phone, not night emergency!).

Meanwhile ... back at the bus all was not idle. Those intrepid engineers, who had worked tirelessly throughout the day maintaining our somewhat erratic progress, had found the cause of the trouble in the fuel pump itself. The diaphragm was broken and was not pumping the fuel through. "We can repair this", they said, "With some Polythene". "It'll not work, get hot and melt", said some Jonah. But undeterred they pressed on and repaired it, and the engine ran. And there was joy in the land.

The police arrived and set up "Warning - Accident" signs, and directed the traffic with a green and red lantern. This was exciting stuff for the rather tired and fretful children upstairs.

Ken and I were still waiting.

The police had also tried to contact a garage in Stoney Middleton (an RAC-appointed garage, I believe), and although the engine was running were loath to let the bus go without some professional vehicle mechanic inspecting it first.

Although communications between Ken Booth and me on the one hand, and the bus on the other, were rather tenuous (about 2 miles of indirect road separating us), we managed to pass the message on through a passing motorist that we were still waiting.

Eventually, after we had been away for over two hours, the police came and fetched us. And the AA still had not rung! On returning to the bus we found that the AA had not arrived there either, nor had the man contacted by the police, so off they went to find him.

At this point, whilst idly watching the directed traffic go by, it was noticed that "something" was trickling from the remaining police car. On having this pointed out to him, the traffic policeman investigated, but could find nothing amiss and left it trickling.

By now, the man the police had contacted had arrived. Being more of a practical turn of mind than academic, and hearing the bus engine running, he said "Come on, get it going, and let's see if it works". So on we piled and off we went, leaving behind the police, the RAC agent, and a large towing vehicle with "AA" on its sides. They had finally arrived!

On we went through the night, non-stop now: it had worked! After a stop at Ladybower for the usual, and a stop at the Snake Inn for some telephoning, came our final stop in Uppermill at twenty past one on Sunday morning. It had certainly been a long day, and we had travelled all of sixty miles!

But all along we had had not the slightest doubt, because on one side of the bus, for all to see, was the proclamation - "We'll get you home!".

And they did - eventually!

George Barrett.

P.S. An article on the Magpie Lead Mine will be included in the next issue of the Bulletin.

OLD SADDLEWORTH.

This is part of the work being carried out on a Gazetteer of Saddleworth by the Historical Society. As more of this work is completed, details will be published in future editions of the Bulletin. The information given below has been extracted from Record Cards which are held by the Society, and which are available for reference.

ASHWAY GAP.

Grid Reference: 022043

Location: Above the Dovestones Reservoir, Greenfield.

Description: Large Victorian House supposedly designed to resemble a Scottish Highland castle. George Shaw of St. Chad's, Uppermill, was the architect. Now empty and becoming derelict.

History: 1777 Ashway Hey farmed by Randall Judson along with Dove-stone, Greenfield, and Hollins Intakes (Shaw Hall Estate).
 1857 James Platt, M.P. for Oldham, accidentally shot on the moor behind Ashway Gap. A memorial stone was erected in his memory.
 1895 At a sale the Ashway Gap estate was withdrawn at £15,000.
 1903 Fire damaged bedrooms and roof.
 1905 Estate bought by Ashton, Stalybridge and Dukinfield Waterworks Committee for £12,000.
 1914-18 Used as a military hospital during the war. Subsequently used for Board Meetings by the A.S. & D. Waterworks Committee.
 1939-45 Italian prisoners of war were detained here.

HAWKYARD.

Grid Reference: 008043

Location: Hawkyard Lane off Holmfirth Road, Greenfield.

Description: Old house with cottages of 1750-90 built on, and two later cottages.

History: One of Saddleworth's oldest settlements, though never a large one.
 1271 Referred to in Nostell Priory Chouer. Grant of pasture by Robert de Stapleton to the monks of St. Oswald of Nostell - pasture for 40 cows or oxen - mentions Whykebrockt (Whitebrook Head) in Hauckeserd (Hawkyard). No architectural features help to date the house: George Shaw says it was temp. Edward I. Hawkyard occurs early as a surname.
 Shaws of Shaw Hall went to live there.

1732 Edward Shaw lived here.
 1822 John Shaw, woollen cloth manufacturer (Baines Directory).
 1914-18 During the war a family of Belgian refugees lived in one cottage which was furnished by the people of Greenfield.

HEYTOP.

Grid Reference: 009035

Location: Hillside, south of Greenfield Mill.

Description: Long row of cottages (Forty Row).

History: Cottages built in several extensions from 1820 to 1850 by the owners of Greenfield Mill. At one time over 40 back-to-back houses. Now reduced to about 20 cottages.

- 1856 The first meetings of the Greenfield Co-operative Society were held at the house of Joseph Wood, a book-keeper at Greenfield Mill.
- 1870 At various times Sunday Schools and religious services have been held here: "At Hey Top are a harmonium, surplice, forms, desks, lamps and a Sunday School" (from Vicar of Friezland's Farewell Pastoral Letter, 1870).

LOAD HILL FARM.

Grid Reference: 971051

- Location: Platting Road, Lydgate.
- Description: Mostly an 18th century farmhouse, but some 17th century work remains.
- History: 1636 Sir John Ramsden let land, common waste, and moorland to Ralph and Robert Whitehead to make a farm 1) for 2d a year 2) to grind corn at Ramsden's Mill 3) all disputes to be referred to court baron 4) Manorial rights to belong to Sir John Ramsden.
- 1639 Indentures divide acres. In three years they have made fields and named them: meadows, cornfield (oats), marled (lime), Platting, Upper Bent, Lower Bent. Some were let to John Loton (or Lawton).
- 1673 John Whitehead leased fields to his son Daniel.
- 1685 Will of Daniel Whitehead making over the farm to his son, but his grandparents were to have profits of the farm, and to pay £4 within two years of grandparents' - John and Mary Whitehead, death.
- 1701 Release saying he had paid it.
- 1712 Edmund Whitehead, Daniel Whitehead de Quicke paid chief rent of 2d for Loadhill land.
- 1723 Cottage originally belonging to Samuel Hirst leased to E. Whittaker for 300 years at peppercorn rent. It lies between Woodbrook and Pound Stone, where sheep and cattle were impounded, and adjoins marled field.
- 1724 Daniel Whitehead leased field from E. Whittaker for remainder of lease.
- 1730 Mary Bardsley (widow) and Daniel Whitehead's marriage settlement about Greenacres and Waterhead Mill. Little Meadow and Marled Field to be theirs for 99 years if either alive.
- 1747 Daniel Whitehead and son Robert to have two dwelling houses, shippon, stable, and house at Woodbrook, meadow near house, Three nooked field, Old field, New meadow, Stone-pit field, Rough marled, and Platting field.
- 1750 Will of Daniel Whitehead leaving house where they live, Marled field, and Little field to his widow and their son on condition that he pays £15 to his sister Mary Lawton six months after death of his mother.
- 1777 Robert Whitehead, Houghtons. Marled field and mill for teasing and cleaning wool, and permission to make goits and dams for 194 years.
- 1785 Probate of Robert Whitehead's will granted at Chester. Rents and profits of mill to great nephew's wife, then to his wife if the great niece died: £7 a year to nephew Robert at 21 years; New cottage and £5 to his widow, but an entail on

the property existed saying it must pass through the male line so the beneficiaries made what they could by letting off fields, etc. One of the legal beneficiaries died in the workhouse aged 90 (Daniel Whitehead of Woodbrook 1776 - 1866). He had two illegitimate sons, and then, after marriage, seven more sons. The eldest of these, born in 1821, claimed the inheritance in 1868 and sold it to Dr. Leach of Oldham for £1,025. He spent the money in riotous living within three months, and spent the next 17 years of his life in the workhouse, dying in 1883 aged 62. He was known as "Brass Dan".

1835 Robert Whitehead and another, Loadhill. House, land and barn value £26.10. 4, rated 19/10 $\frac{1}{4}$, and 3 $\frac{1}{4}$ for a cowhouse at Loadhill value 7/- . Dr. Leach leased the property to Daniel Schofield.

NEW BARN.

Grid Reference: 011035

Location: Near Hey Top, Greenfield.

Description: Large square building and three cottages.

History: Square building dates from about 1790: mostly living accommodation - perhaps four houses - and work rooms, and apparently stable or store room in bottom storey. Cottages are early 1800's.
The name occurs about 1720 but nothing remains of the houses - probably two - of that date.

1822 James Buckley, woollen cloth manufacturer (Baines Directory).

1838 Mr. William Buckley (Pigot's Directory).

WHITE BROOK HEAD.

Grid Reference: 013048

Location: Further along the road round Aldermans than Edge End, Greenfield.

Description: Two storey farm. Scanty ruins now.

History. Built late 1700's.
Abandoned about 1900.
Deeds of about 1200 and of 1272 refer to Whitebrook Head in Hawkyard.

N.B. Not to be confused with White Brook Spring about a mile towards Saddleworth Church.

The Society would welcome any further information on the houses and hamlets mentioned here, and on any other property of possible interest in Saddleworth. The Gazetteer will also encompass turnpike roads, canal, railways, bridges, mills, etc. Information can be given to any member of the Society, or sent to the Editor of the Bulletin:

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Grasscroft,
Nr. Oldham.