

Saddleworth Historical Society Bulletin



THE OLD PARSONAGE

Volume 33

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Bulletin of the Saddleworth Historical Society

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Cover illustration: The Old Vicarage, Gellfield Lane, Uppermill from the Raines manuscript.
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Saddleworth Historical Society

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The Bulletin aims to reflect and encourage interest in all aspects of the history of Saddleworth. It relies on a regular supply of articles, letters, short reviews, etc. from members and others. Fresh material is required constantly, and should be sent to the Editor, who will be happy to discuss ideas for articles (or shorter contributions) from anyone considering preparing one. Articles need not be confined to subjects within Saddleworth's borders, but should have some connection with the district.

The Society's Web site is at:

<http://www.saddleworth-historical-society.org.uk>

This has full details of the Society's activities, publications, library and archives, and there is an e-mail facility. An index to Saddleworth place names, a reference map of Saddleworth, and a bibliography of Saddleworth publications are included, together with the Newsletter and the current issue of the Bulletin. There are links to other Saddleworth Web sites.

Saddleworth Hearth Tax Returns Part III

Mike Buckley

The last two surviving hearth tax returns for Saddleworth are those of Ladyday 1672 and Ladyday 1674. These were the last to be deposited centrally with the Exchequer and therefore the last to be found in the public records. After 1674 the collection of the tax was farmed out to private tax collectors who paid a fixed sum to the government in return for the privilege of collecting the tax. The tax collectors were not required to send details of individuals or payments to the government [1]. The returns in question are probably assessments rather than details of receipts.

Both documents are in excellent condition and the originals are written in a good clear hand on parchment sheets, bound together with other returns from the West Riding Agbrigg and Morley wapentakes.

The 1672 and 1674 returns follow the same logical order as that of 1670 and appear to be successive updates of the earlier list. However the 1674 return contains some breaks in the logical sequence of the 1670 and 1672 lists. The reason for this appears to be due to a copying error introduced by the scribe who prepared the final submission to the Exchequer. It would seem that the assessment from the collector was originally on four sheets of paper but the order of sheets 2 and 3 were inadvertently reversed in the copying progress. Allowing for this mistake the sequence of the two returns is identical. Spelling errors were carried forward in some cases from earlier lists however new errors were introduced at each stage, as well as some corrections made, so care should be exercised in interpreting the returns and they need to be looked at as a series.

The 1672 return is the most comprehensive of all the lists of those paying tax, however it only lists the number of those exempt from paying the tax by reason of poverty rather than record their names as had been done in 1664. The number exempt by reason of poverty had increased by 1674 so the last list contains fewer names than its predecessor. Exemption from the tax on the grounds of poverty required an exemption certificate from the parish priest, churchwardens and overseers of the poor and signed by two JPs. After 1670 these forms were printed and forwarded to the exchequer with the hearth tax return [1]. It is not presently known whether any of these have survived for Saddleworth and further searches in the public records may yet reveal their existence.

A further surviving hearth tax record which provides additional information for this period is the short variation of assessment return of 1671. This lists the changes to the previous assessment of Michaelmas 1670 and is also reproduced below.

Microfilm copies of both the 1672 and 1674 returns are available from the Public Record Office.

References

1. *The Hearth Tax 1662-1688*. Public Record Office. Domestic Records Information 32.

SADDLEWORTH HEARTH TAX

Variation of Assessment 1671

[PRO E 179/210/399]

A PERFECT Acco^t of ye Variances and Alteracions of ye Chimney hearthes and Stoves within ye West Riding of The County of Yorke for ye Yeare 1671.

Wappentake of Agbrigg & Morley, Quick

1	William Broadbent	2	Increased
	James Taylor	1	Omitted
	Widdow Broadbent	1	new built
	Jonathan Shaw	1	new built

SADDLEWORTH HEARTH TAX RETURNS PUBLIC RECORD OFFICE E 179 210/413

LADYDAY 1672

Quick

Thomas Wheele	1	Ellias Wrigley	1
James Scheafeild	1	Thomas Malledew	1
Robert Walker	1	John Foaley	1
Ellexand' Schoafeild	1	Widdow Wrigley	1
James Bradbury	1	Thomas Wild	1
James Buckley	1	Samuell Swift	1
Robert Harropp	1	John Farrand	1
Richard Bradsbury	1	Thomas Bradbury	1
Robert Platts	1	James Wrigley	1
George Shaw	3	James Broadbent	1
Lawrence Wood	1	Thomas Bradbury	1
Robert Thompson	1	John Schoafeild	1
Isaac Bothamley	1	Henry Shawe	1
John Bothamley	1	James Bradbury	1
Willm' Knight	1	Widdow Broadbent	1
Ralph Andrew	1	Jane Broadbent	1
John Lawton	1	James Broadbent	1
John Shaw	1	George Hurst	1
Widdow Schoafeild	1	George Broadbent Senr	1
John Schoafeild	1	George Broadbent Junr	1
Peter Bradbury	1	Edmond Schoafeild	1
Willm' Broadbent	2	Thomas Rhoades	2
John Whitehead	1	Widdow Broadbent	1
Edmond Buckley	1	John Whitehead	1
George Winterbotham	1	James Broadbent	1
James Greave	1	Edmond Platts	1
John Whewell	1	Robert Tompson	1
John Rigley	1	Ambros Schoafeild	1
Willm' Ratcliffe	2	John Marshland	1
John Shaw	1	Widdow Platts	1
Willm' Lees	1	Edmond Platts	1

Giles Shaw	2	John Whitehead	1
James Whitehead Senr	1	Jarvas Walker Executors	1
James Whitehead Junr	1	John Wood	1
John Bradbury Junr	1	John Shaw	1
James Broadbent	2	Thomas Kenworthy	1
Ellias Wrigley	1	Widdow Whitehead	2
Widdow Taylor	1	Richard Lawton	1
Widdow Wild	1	George Lawton	1
Mrs Lees	3	George Schoafe'ld	1
Peter Bradbury	4	Edmond Schoafelde	1
Robert Taylor	1	Francis Schoafeilde	1
James Taylor	1	Widdow Schoafeild	1
Robert Broadbent	4	James Hall	1
George Malledeu	1	Edmond Buckley	1
Edmond Ward	2	John Schoafeild	1
Edmond Farrand	1	Edmond Schoafeild	1
John Schoafeild	1	John Schoafeild	1
John Taylor	1	George Garside	1
Edmond Platts, Junr	1	Robert Linthwaite	1
John Whewell	1	James Schoafeild	1
Thomas Milnes	1	John Shaw	1
Thomas Milnes	1	John Buckley	1
Robert Whitehead	3	Jonathan Shawe	1
Daniel Whitehead	1	Widdow Taylor	1
John Whitehead	1	John Lawton	1
John Wrigley	1	Robert Winterbot'am Senr	1
James Linthwaite	1	Robert Winterbot'am Junr	1
John Garside	1	John Winterbotham Senr	1
Robert Schoafeild	1	John Winterbotham Junr	1
Widdow Buckley	1	John Winterbotham	1
Isaac Lee	1	James Clayton	1
John Buckley	1	James Lee Senr	1
Edmond Buckley	1	James Whitacrs	1
Willm' Buckley	1	Joseph Taylor	1
Henry Buckley	3	Willm' Schoafeild	1
John Wood	1	James Buckley	1
John Wrigley	1	Michael Thorpe	3
Widdow Buckley	1	Edmond Buckley	1
John Garside	2	Samuel Heywood	2
Widdow Garside	1	James Lee	1
John Garside	2	Daniell Lee	1
James Garside	1	James Lee Junr	1
John Garside	2	George Thorpe	1
Edmond Buckley	1	Samuell Lee	1
John Garside	1	Edmond Lee	4
Francis Garside	1	Widow Dixon	1
Robert Garside	1	Willm' Garlick	1
Henry Garside	1	Rowland Dixon	1
Edmond Garside	1	John Andrew	1
Henry Buckley Senr	1	Richard Dransfeild	1
Henry Buckley Junr	1	John Tweedall	1
Robert Buckley Junr	1	Edmond Schoafeild	1
John Buckley Senr	1	Abraham Lee	1
Robert Buckley Senr	1	Willm' Hardy	3
John Buckley Junr	1	Edmond Buckley Senr	1
Elizabeth Hill	1	Thomas Buckley	1
Edmond Buckley	1	Edmond Buckley Junr	1
John Whitehead	1	Phil'p Buckley	1
James Kenworthy	1	Richard Ratcliffe	1
Hugh Kenworthy	1	Joseph Whitehead	1
Willm' Kenworthy	1	Ralph Howden	1

John Whitehead	1	Willm Buckley	1
James Kenworthy	3	Willm' Kenworthy	1
John Bennyson	4	John Greaves	1
Enoch Andrew	2	James Heslegrave	1
Salloman Hardy	1	Henry Buckley	1
Thomas Whitehead	3	Edmond Buckley	1
Widdow Heworth	1	Nichollas Booth	1
John Heworth	1	Ralph Hawksyard	1
Thomas Shaw	1	Willm' Lee	1
John Barwick	1	John Kenworthy	1
John Shaw	1	John Malledew	1
John Winterbotham	2	Alexandr Ratcliff	2
Widdow Whitehead	1	James Shawe	1
Henry Shaw	2	Hugh Schoafeild	1
Henry Whitehead	1	James Shaw	2
Willm' Buckley	1	Widdow Shawe	1
Thomas Hawksyard	1	John Schoafeild	1
Isaac Whitehead	2	Thomas Wood	1
Henry Shaw	1	John Whitehead	1
James Schoafeild	1	Thomas Hawksyard	1
Robert Broadbent	1	James Lee	1
John Platts	1	Edmond Bradbury	1
Robert Wheeley	1		
Thomas Buckley	1		281
Edmond Ratcliffe	1		
Willm' Whewell	1	Omitted by reason of poverty	12
Ellexandr Ratcliffe	1		
Abraham Wrigley	1	Rob: Bennit	Coll'
Thomas Winterbotham	1	Mich'll Thorpe	Const
Willm' Taylor	1		



THE OLD PARSONAGE

The Old Vicarage, Gellfield Lane; A seventeenth century house with three hearths - Mrs Lees paid the Hearth Tax. (From Raines MSS)

**SADDLEWORTH HEARTH TAX RETURNS
PUBLIC RECORD OFFICE E 179 262/13**

LADYDAY 1674

Quick

Thomas Wheele	1	Thomas Wild	1
James Scholefeild	1	John Farrand	1
Robert Walker	1	Thomas Bradbury	1
Alexand' Scholefeild	1	Jane Wrigley	1
James Bradley	1	James Broadbent	1
James Buckley	1	Thomas Bradbury	1
Robert Harrap	1	James Broadbent	1
Richard Bradbury	1	Widdow Broadbent	1
Robert Platts	1	James Broadbent Sen	1
George Shaw	2	James Broadbent Jun ^r	1
Lawrence Wood	1	George Hurst	1
Robert Thompson	1	George Broadbent	1
Isaac Bothemley	1	Edmond Schoafeild	1
John Bothamley	1	Thomas Rhoades	2
Willm Knight	1	Widdow Broadbent	1
Ralph Andrew	1	Jam Whitehead	1
John Lawton	1	Edmond Platts	1
John Shaw	1	Thomas Winterburne	2
John Platts	1	Widdow Whitehead	1
Widdow Schoalfeild	1	Henry Shaw	2
John Schoalfeild	1	Henry Whitehead	1
Peter Bradbury	1	Willm Buckley	1
John Whitehead	1	John Shawe	1
Edmond Buckley	1	John Buckley	3
George Winterbotham	1	Jonathan Shawe	1
James Greave	1	Widdow Taler	1
John Whewell	1	John Lawton	1
John Rigley	1	Robert Winterbotham	1
Willm Ratcliffe	2	Robert Winterbotham	1
Willm Lee	1	John Winterbotham	1
Giles Shawe	2	John Winterbotham	1
James Whitehead	1	James Clayton	2
James Bradbury	1	James Lee	1
Jane Broadbent	2	James Whitacrs	1
Ellias Wrigley	1	Joseph Taler	1
Widdow Taylor	1	Willm Scholfeild	1
Widdow Wild	1	Michael Thorpe	3
Mrs Lee	3	Edmond Buckley	1
Peter Bradbury	4	Samuel Heyroyd	2
James Tayler	1	James Lee	1
Robert Broadbent	4	Paul Lee	1
George Malledew	1	James Lee	1
Edmond Ward	2	George Thorpe	1
Edmond Farrand	1	Samuell Lee	1
John Scholfeild	1	Edmond Lee	4
John Taler	1	Widdow Dixon	1
Edmond Platts Junr	1	Edmond Garlick	1
John Whewell	1	Rowland Dixon	1
Thomas Malledew	1	John Andrew	1
John Fearley	1	Richard Dransfeild	1
Widdow Wrigley	1	John Tweedall	1

Edmond Scholfeild	1	Francis Scholfeild	1
Abraham Lee	1	Jane Hall	1
John Benison	2	Edmond Buckley	1
Edmd Buckley Sen	1	John Scholfeild	1
Thomas Buckley	1	Edmond Scholfeild	1
Edmond Buckley Jun	1	John Scholfeild	1
Phillip Buckley	1	George Garside	1
Richard Ratcliffe	1	Robert Linthwaite	1
Joseph Whitehead	1	James Scholfeild	1
Ralph Howden	2	Thomas Milnes	1
Willm Buckley	1	Thomas Milnes	1
Willm Kenworthy	1	Robert Whitehead	3
John Greaves	1	David Whitehead	1
James Heslegreaves	1	John Whitehead	1
Henry Buckley	1	John Wrigley	1
James Wood	1	James Linthwaite	1
Edmond Buckley	1	John Garside	1
Nichollas Booth	1	Robert Schoalfeild	1
Ralph Hawksyard	1	Widdow Buckley	1
Willm Lee	1	Isaac Lees	1
John Kenworthy	1	John Buckley	1
John Malledew	1	Edmond Buckley	1
Allexandr Ratcliffe	2	John Wood	1
James Shawe	1	Willm Buckley	1
Widdow Shawe	1	Edmond Buckley	1
Hugh Scholfeild	1	Francis Buckley	3
James Shawe	1	John Wrigley	1
Thomas Hawksyard	2	Willm Buckley	1
Isaac Whitehead	1	John Garside	2
Henry Shawe	1	Widdow Garside	1
James Scholfeild	1	John Garside	2
Robert Broadbent	1	Jane Garside	1
John Platts	1	John Garside	2
Robert Whealey	1	John Garside	1
Thomas Buckley	1	Francis Garside	1
Edmond Ratcliffe	1	Robert Garside	1
Allexandr Ratcliffe	1	Henry Garside	1
John Ratcliffe	1	Edmond Garside	1
Abraham Wrigley	1	Henry Buckley Sen	1
Ambros Scholfeild	1	Henry Buckley Jun	1
Anne Marshland	1	Robert Buckley Jun	1
Widdow Platts	1	John Buckley Jun	1
Edmond Platts	1	Ellizabeth Hill	1
John Whitehead	1	Edmond Buckley	1
Jarvas Walker	1	John Whitehead	1
John Wood	1	Jane Kenworthy	1
John Shawe	1	Henry Kenworthy	1
John Kenworthy	1	Willm Kenworthy	1
John Wrigley	1	John Whitehead	1
Widdow Whitehead	2	James Kenworthy	3
Richard Lawton	1	John Penyson	4
George Lawton	1	Enoch Andrew	2
George Scholfeild	1	Sallom Hardy	1
Edmond Scholfeild	1	Thomas Whitehead	3

Widdow Heworth	1	John Scholfeild	1
John Heworth	1	John Buckley Sen	1
Thomas Shaw	1	Willm Bradbury	1
John Barwick	1		<u>272</u>
John Shawe	1		
Thomas Winterbotham	1	Empty & no duties to be had	
Willm Taler	1	Mr Farrer	1
John Broadbelt	1		
Thomas Wood	1	Omitted by reason of poverty	20
John Whitehead	1		
Edmond Bradbury	1	Robert Husband	Coll ^r
John Shawe	1	Robert Whitehead	Const
Richard Whitehead	2		

The Autobiography of Beatrice Jones Part II

This is the second and final part of Beatrice Jones's memoir of her life in the hamlet of Slackcote in the first half of the twentieth century. The first part of the Autobiography was published as 'A Slackcote Childhood' in SHSB 32 (3), pp.14-17. The first part of this extract deals with the childhood experiences of Beatrice Jones, her experience of school in Denshaw and subsequently at Uppermill school and offers a vivid account of the pattern of life in Saddleworth between the wars. The latter parts of the memoir recount her experience of working life in Slackcote Mill, her teenage years and her recollections of the Second World War. The Autobiography was made available for publication by the late Maurice Dennet.

Whit Friday walks were wonderful. All we little girls carried baskets of flowers. We had new clothes for the occasion and wore shoes that day and that was a treat, because during the week we wore clogs for school. Denshaw Band would head the procession, we walked all round the village and as far as [the] Golden Fleece and then back again to the village. The afternoon was taken up with sports on the Holmes near to Denshaw Vale print-works. It was one of the highlights of the year.

The Co-op Hall at Denshaw was used for concerts given by the school children, and we had dances in the Winter, but I wasn't allowed to attend them until I left school.

Summer evenings after Church, we young people would congregate outside Denshaw Post Office, and if we girls were lucky one of the boys would walk us home, but only as far as the top of Slackcote Lane in my case, otherwise mother would be on watch and there would have been all hell let loose. 'I don't want any hanky panky brought to this house' mother would say. It was a long time before I knew what hanky panky meant, I'm sure it was my wedding night. We were not as informed in those days as young people are today.

Everything was so simple, so innocent, and so wonderfully happy. Another event we all looked forward to was a magic lantern show at the Co-op Hall during the Winter. This was run as an advert for the Co-op, and it showed how biscuits were made, and at the end of the show we all got a free packet of Co-op biscuits and I must admit Beatrice would join the queue a second time to get an extra packet of biscuits. Saturdays mornings we would sometimes walk to Delph. Mother was a member of Delph Co-op as well as a member in Denshaw, and we would pay a visit to the Co-op where they sold underwear and bedding, boots, shoes and clogs. There wasn't [a] school uniform at Denshaw school, so we wore cotton dresses in the Summer, usually two sizes too big for us, so they would last a couple of years, and in Winter I always wore a home knitted jumper and a cut me down skirt that mother had got from

somewhere, and I wore navy blue knickers with elastic in the legs, and they also had a pocket in the leg, in which we would put a handkerchief. Boys always wore short trousers and jumpers of any shape or form until they left school at 14 and then they went into long trousers, which were usually a throw out from Dad or older brothers, or in some cases from neighbours, and there was no argument, they just had to wear them.

Talking about clothes, I can remember getting my dress very dirty. I was only about five years old and it was during the coal strike in I think 1926. We were getting very short of coal for the fire and mother decided we would go down Green lane from Slackcote and onto the track that lead towards Linfetts Mills, we could cross the river and enter an old open cast mine and pick a bucket or two of coal. All went well with the journey, but for the fact that Beatrice grumbled all the way home because she had to push brother Norman in his pram, plus a bucket of coal. We got home eventually, had our tea, and I thought to myself why did we have to go all that way to pick coal when the Mill had stacks of it? So I got my little seaside bucket but couldn't find a little spade, so I decided to use my hands to fill the bucket. Off I went, filled the bucket, wiped my hands down my dress, went back home feeling quite pleased with myself, but mother nearly exploded, she quoted 'Thou shalt not steal' several times, and made me take the coal back and tell the mill fireman who attended the boilers what I had done. He was very understanding, and with a little smile said 'not to do that again', so back home went Beatrice all coal dust and reflection fully expecting a smacked bottom. No smacks but sent to bed without tea, and that hurt more, because it was my favourite: black pudding.

We had a week's holiday Easter, Whitsuntide and Christmas, and 4 weeks during August. The high-light of the August holiday was Saddleworth Wakes week and that took place beginning on the first Saturday after the twelfth. All the mills closed down, and for weeks before the event all we could think about was: will we be going to the seaside for a day or for a week? My brother and I were lucky because my mother had a sister living in Blackpool and most years, depending on how much money Dad had saved, we spent the whole week at Blackpool. If money was a bit tight then we took two day trips. One to New Brighton and one to Morecambe. These were organised by a lady at Denshaw called Mrs Read. She lived in one of the cottages next to the Post Office and she would charter a Charabanc (they are called coaches now). For 3 shillings and six pence [for] children we would all set off loaded with buckets and spades, sandwiches and lemonade for that wonderful day. The weather was always fine in our young Summer days and Morecambe Bay our destination. We couldn't wait to build sand castles and paddle in the sea. Our sandwiches eaten on the beach, a look around the shops to buy some little sticks of rock to take home to friends who were not so lucky as we were to have a day at the seaside. Then it was back on the Charabanc a good old

sing song on the way home, 'Old Macdonald had a farm' was the children's favourite and the grown ups would sing 'It's a long way to Tipperary' but with different words, 'It's a long way to tickle Mary' was the version and Mother covered up our ears before we asked any questions. When we got near to Moorside we would have a stop off at the chip shop for a pennyworth of chips to eat on the Charabanc before getting back to Denshaw. 'Oh happy days' and so wonderful.

When I was eleven years old I sat for an exam to go to Uppermill school, and passed quite easily. We had to wear a uniform then, so we went to Delph Co-op to get fitted out. White blouse, navy gymslip, white socks and shoes of black leather. I felt quite grown up on the first day, because I was expected to travel by myself on the bus, which I had never done before and of course to be away from home all day, but I soon got used to it and I also made some new friends. The school at Uppermill was of course much bigger than Denshaw and it took pupils from all over Saddleworth. The teachers were more for discipline and used the cane quite often, and good behaviour was top priority. I spent three happy years there and had transport and money been available I would have liked to take up textile design in Huddersfield. It was not to be and like all of my friends at Slackcote it was the mill for me, so at fourteen in overalls, black stockings and clogs and the inevitable blue knickers I started work.

I had already spoken to the mill manager a Mr Whitehead a couple of weeks before my birthday and by the way birthdays were never celebrated in our young days. No cards or presents or parties, we just became one year older and no mention of parties. However my first work day arrived and I had been given my clocking on card with the number 33 on it and what we had to do was to put this card in to a machine, pull a handle and it would print out on the card the date and time you clocked on for work. We started work at 7.45 and if you were a few minuets late you had a penny knocked off your wage, which was in my case 11 shillings and two-pence-half-penny (65 pence in today's currency) and I worked until 7 o'clock at night and 5 hours on a Saturday. Mother took 10 shillings and I had one shilling and two-pence-half-penny for spending money. To be quite honest I felt like a millionaire you see I had never had so much money all at once, and the question was what could I spend it on. My friend Margaret suggested we would save our money for a couple of weeks and go to Manchester to look around the new C & A stores that had opened. Margaret had also just started work at Rasping Mill in Delph and she too was now a millionaire.

In the mill at Slackcote, new-comers started in the Willowing department. It was a place where the raw wool had to be scoured (washed), but before it could be scoured all the bits and pieces of rubbish had to be removed by hand. There were two of us standing in front of a

conveyer belt, and this belt slowly moved in front of us carrying this dirty raw wool along. The wool was, or seemed to be, full of sheep droppings, old bits of paper, twigs and grass, and woe betide if we let any rubbish through. The wool was dropped into a sack and then washed and combed out and dyed into different colours. It went through various processes and eventually to the finished cloth. Quite a lot of the cloth was dark grey and this was used to make men's suits for the Workhouse, and a similar cloth was woven to make shawls for the Workhouse women.

I had been working and standing at this conveyer belt for a week and Beatrice, always full of ideas, decided it would be much easier if we sat down to the job. My fellow work mate wasn't so sure, because she was afraid of being sacked, and having six little brothers and sisters the family needed the money. However I finally persuaded her, and we found some old boxes tall enough to sit on and reach the belt. All went well until the charge hand looked in and made us remove the seats and stand up to work. Well it was a worth a try. After a few weeks at this dirty smelly job, a vacancy came up in the winding department and I asked to be moved to that job. It was a little bit cleaner, but still a standing-up job and I stayed in that department until I was eighteen and old enough to learn weaving. It was a very heavy job and it was worked by men as well as women, but I enjoyed it and stayed in that work until 1955.

As we worked until 7 o'clock at night my friend and I were too tired to go out during the week and we didn't have enough money any way; but life was simple and it all began at weekends when we finished work at 12.30 on Saturday. Sometimes we would go to the pictures in Oldham and, as Margaret lived in Delph, I walked to Delph station and we caught the train to Mumps Bridge. The fare was 4 pence return and 6 pence into the pictures, and that left us enough money for a penny ice cream cornet on Oldham Market, and a couple of coppers left to save up for our trip to Manchester.

We were 16 before we had enough money for that trip and to buy something. C and A was our goal and for weeks we had in mind to buy some fancy underwear. You see we were still wearing the inevitable knickers with elastic round the leg. My mother, by the way, had this thing about knickers and every time I went out her last words would be 'keep them lads away from your knicker-elastic'. The exciting day came one Saturday afternoon and off we went to Manchester. We caught the bus at Old Tame and then the bus to Manchester. We were totally bewildered by the traffic and the shops and eventually we found C and A. I can see it all now. Beautiful lace underwear in lovely pale colours. We were spoiled for choice and we hadn't much money, so we decided on pale pink underwear priced at 1 shilling and eleven pence half penny.

We just couldn't get home quick enough to have a try on, but Mother soon put a damper on my excitement 'Beatrice you are not wearing those things, you will get your death of cold, and what's going to happen when you are dancing I just cannot imagine', and with that final remark mother took away the offending article to put in the rag bag. Beatrice wasn't having that and a couple of weeks later the underwear was rescued by my brother Norman, who at the time was looking for a piece of rag to clean his bicycle. I gave him a penny and he was quite happy to hand over the offending article and select another piece of rag.

Winter Saturday nights were spent either at Denshaw Co-op Hall or the Mechanic's Institute in Delph where dances were held. I always enjoyed the Delph dance best of all, because young people would come from all over Saddleworth to dance to Jimmy Knowles Harmonica Band, and, during the interval, if anyone went out of the hall and into the village they were not allowed back to the dance unless they paid another admittance [fee]. I must say it stopped people coming back to the dance worse for drink. To get to Delph or Denshaw we of course had to walk, and getting from Slackcote to Delph road I had to walk across the field at the back of Slope Row and that brought me out onto Delph Road. They were dark nights and more often than not the grass was wet. So what I did was to get all dressed up, wear my Wellingtons and carry my dance shoes and walking shoes in a bag. I would put a candle in a jam jar so as to light my way across the field and back again after the dance. I would leave my wellies and my light behind the gate and change into my walking shoes and carry my dancing shoes in the bag. Now there was a problem with my new underwear, so I decided I would wear it under my conventional elastic pants and change behind the gate. All went very well and I held my dress a little bit higher when doing the highland fling. Oh what bliss! But the problem occurred when one of the boys asked if he could walk me home. What was I going to do about this underwear behind the gate. I couldn't just say turn your back while I pop my unmentionables, so I had to say my Dad will be meeting me halfway. Who knows it might have been the beginning of a great romance.

Summer Saturdays after work we would sometimes go off on the train from Delph to Greenfield and then walk to Chew Valley and along the river. Half a dozen of us from Slackcote would enjoy a paddle in the river and we would eat and share our picnic. I am sure the Summers were always sunny in those days, and we were glad to get out of the mill and feel free. I cannot ever remember wet Summers. The sun would shine day after day and after long hours in the mill we were glad to get some fresh air.

In 1937 when I became 17 mother allowed me and my friend Margaret to go to Blackpool for 'Wakes' week holidays. We stayed with my Aunt and what a wonderful time we had. We felt quite grown up as we purchased our tickets at Mumps Station, and I think the fare was three shillings and six pence, 36p in the money today. We had each saved 2 pounds 10 shillings to spend and we felt like millionaires. You must remember when one pound equalled 240 pennies and the Pleasure Beech rides were then less than six-pence, except for the big dipper, and that, I think, was 1 shilling. During the week we tried everything and danced the night away in the Tower Ballroom. We entered the beauty competition at the swimming pool, but didn't get anywhere. I think that was because we wore home-knitted swim costumes, and the other girls little tops and pants. Quite shocking they were. We came home at the end of the week with a bag of Blackpool rock for our friends who didn't go away and 4 pence in our purses.

We didn't go away in 1938, but we did in 1939, and this time we went to Abergelle in north Wales. My friend Margaret had an Aunt there and we stayed Wakes week with her family. That year we had just over 3 pounds to spend, because we were weavers then and earned more money. Margaret worked at Rasping Mill in Delph and I, of course at Slackcote, and it was on that holiday I met Bill my husband. He was on holiday with the Duckinfield Boy's Brigade and we met on the beach on the Sunday morning after their Church Parade, and I can see him now wearing his little round hat and a uniform and carrying a banner that said 'Feed they Lambs'. We met quite a few times that week and I remember there was a small wooden hut with a couple of penny slot machines and a machine that played a record for a penny and the two records were 'The Chapel in the Valley' and 'Amapola'. We met several times when we returned home and then the war came and we lost touch. Bill joined the navy and it wasn't until 1942 [that] we met again, when Bill was on leave at his home in Duckinfield. We kept in touch by letter and then married in 1944.

War time at Slackcote mill was a very busy time. A lot of the men went to war and we were asked to run two looms. We wove material for the forces and three nights a week we had to fire watch. Mr Byrom said there had to be three people on watch, two men and one lady, so he set up three beds in a little office and he insisted that the lady slept in the middle bed. This caused a great [deal] of amusement and, as most of the men were elderly, you can just imagine the ribald remarks we teenagers had to put up with. My mother was outraged at the arrangements and had quite a few words with Mr Byrom, but he stuck to his guns and we had to agree. I had quite a lecture from mother. She wanted 'no hanky panky and to keep my eye on that Winsten, and don't get too close to Jon Alec'. My nieces and nephews think all this was hilarious, but we girls were so innocent compared to young people these days.

Apart from fire watching, I joined the Women's Voluntary Service and helped when evacuees came into Denshaw. We took in two little girls. I often wonder what has happened to them.

I also offered my services at Oldham Royal Infirmary to help a couple of nights a week. I had this romantic idea I would be comforting wounded men, but I got the shock of my life when I was put on the Ward for very old ladies and my job was to empty bed pans. Another girl with romantic ideas was set the task of collecting false teeth, with the instructions to put them in a bowl, and Sister nearly went mad when she found the teeth all in one bowl. Sister wasn't very pleased with me either, because I had decided that carrying one bed pan at a time would take all night, so I stacked four pans on top of each other and on my second journey to the sluice room I tripped and dropped all the pans. It was unfortunate that Matron was on her nightly round. She marched down the ward like a battleship in full sail, all guns blazing and that was the end of my nursing career.

I must say I had a wonderful childhood and teenage years at Slackcote. We were like one big happy family, we all helped one another, and if someone became ill there was always someone ready to pop in and make a cup of tea, or offer a meal to the men folk if they had to keep working. I am sure we had the best of the last century.

The Raines Manuscript at Chetham's Library

Howard Lambert

Francis Robert Raines was born at Whitby in 1805, the third son of Isaac Raines, a distinguished surgeon and physician who practiced at Burton Pidsea, East Yorkshire. When he was thirteen years old, he was sent to Clitheroe as apprentice to William Coultate, surgeon, but finding medicine uncongenial, he was released from his apprenticeship. In 1826 he was admitted to St Bees Theological college. Soon after he took the curacy of Rochdale parish and in 1832 was appointed perpetual curate of St James, Milnrow, where he remained for the rest of his life. In 1836 he married Honora Elizabeth Beswicke of Littleborough by whom he had three daughters. He was appointed Rural Dean of Rochdale from 1846 to 1877 and Honorary Canon of Manchester Cathedral from 1849.

He was one of the leading authorities on local history, particularly pertaining to Rochdale and its neighbourhood, and he helped James Butterworth to compile *The History and Description of the Parochial Chapelry of Saddleworth* (1828). In 1843 he co-founded the Chetham Society and contributed some of its most valuable printed works, including *The Journal of Nicholas Assheton 1617-18*, Dugdale's *Visitation of Lancashire*, *Memorials of Rochdale Grammar School* and *The Stanley Papers*. Raines died at Scarborough after a short illness in 1878 and was buried in Milnrow churchyard.

He bequeathed to Chetham's Library in Manchester his important collection of Lancashire manuscripts, compiled in forty-five volumes. These comprise deeds, parish register extracts, pedigrees, letters, sketches, parish events, notes on incumbents, wills and monumental inscriptions. Chetham's Library was founded in 1653 in accordance with the terms of the will of Humphrey Chetham, a prosperous Manchester merchant and landowner. By the 1840s it was considered to be the most important library outside London and the university towns and the only true public library in the country.

Below is a list of all the references to Saddleworth which I was able to find in the indexes of the Raines Collection.

SUBJECT MATTER	DESCRIPTION	VOL.	PAGES
Buckley	of Grotton, tombs	2	61
	Katherine, Grascrofte 1616	6	210
	Estates	11	198
	Henry of Saddleworth	16	106
	James of Uppermill	16	161
	Henry and Philip of Grascrofte	15	59
	Sir Edw. of Grottonhead	15	61
	of Lydgate & Grotton	27	89
	Gilbert of Grotton Hall 1605	37A	16
Clergy	at Saddleworth	22	2,62,78,88,100
Enclosure	Commission, Saddleworth	2	183
Family History	Memorial of Buckleys	1	211
Farrand	Robt. Saddleworth	37A	14
Farrer	Jas. Saddleworth 1717	8	281
Gartside	of Denshaw	2	182
Kenworthy	John	16	263
	Jno, Quick Lane	8	222
	Jno, Quick & Wm of Wood	15	59
	Wm & John, Quickwood	24	241
Lees	Isaac, Roebucklow	15	263
	Tho. Of Swanescote	16	10
Linthwaite	Jas. Saddleworth	9	229
Lydgate	Incumbents	2	106
	Value of living	2	97
	In Saddleworth	15	52,59,208,212
	Deeds of	26	173
Memorials	Whiteheads	1	232
Monuments	Saddleworth	1	232
	Buckleys of Grottonhead	2	141
Parish Disputes	Rochdale & Saddleworth	1	270
Pedigree	Shaw of Uppermill	8	265,271
	Whitehead 17 th C.	3	73
	Whitehead of Quick	5	99
Platt	John Esq M.P. Saddleworth	37A	32
Quick	Manor of complaint to. 1583	22	523
Radcliffe	Rev. Rob. Saddleworth 1548	37A	14
	of Shawe Hall	2	58,59
	Shaw House, pedigree	8	289

Saddleworth	Baptisms	1	281
	Living 1764	1	281
	Manor, Neville to Scargill	1	224
	Sketches of incumbents	1	273
	Sunday evenings in 1770	1	277
	Church sale of pews	3	108
	Church Clerks fees 1828	9	415
	Old Church sketch	13	260,261
	Church	8	25,281,285
	Estates	8	258
	Incumbents	37A	12
	Church early organ	2	99
	Living & endowments	2	99,145
	Radcliffe registers	2	59
	Repairs of Church, etc	2	187
	Church new gallery 1718	5	95
	Curacy of Zouch	5	202,205
Shaw	Geo. Saddleworth	14	438
	Geo. Esq. St Chads	18	101
	Joseph Saddleworth	15	54
Whitehead	Pedigree. Bible 1592	3	73
	Jas of Lane, Saddleworth	9	234
	Tim. Lydgate	15	59
	Daniel of Quick Edge	15	59
Will	Jno Buckley Grottonhead	15	23
	Edmd. Linthwaite Quick 1607	6	261
	George Shaw Saddleworth 1638	6	285
	Alex Radcliffe, Uppermill 1734	8	282
	James Radcliffe, Grasecroft 1742	8	244
	Joshua Radcliffe Saddleworth 1742	8	282

The Mossley Tram Disaster

Trevor Butterworth

The following transcripts from the Mossley & Saddleworth Reporter have been prepared by Trevor Butterworth and provide a rather melancholy sequel to the tragic story of Esther Buckley Schofield, which readers can recounted in an article by Cheryl Westlorton in SHSB 32 (3), pp.8-13.

[Transcript from the *Mossley & Saddleworth Reporter*, October 21st 1911]

TRAM SMASH AT MOSSLEY

Workpeople's Car Runs Away Down Steep Hill

And Falls on Railway Line

FIVE PERSONS KILLED AND FIVE INJURED

Mossley was the scene of a terrible tram smash yesterday (Friday) morning on the Stalybridge, Hyde, Mossley and Dukinfield Joint Tramways Board system, a workpeople's car being overturned and five persons being killed and several others injured.

The car left Haddens for Carrbrook Printworks at 10 minutes past five in the morning, and all went well to Brookbottom, which is the beginning of a steep decent along Stamford Road into Manchester Road. The gradient is said to be one in ten. It is a straight road running alongside the London and North Western Railway, which is cut out of the solid rock about 30 or 40 feet below the roadway. The road at the bottom takes a sharp curve over a bridge spanning the railway, and it was at the turning point onto the bridge where the smash occurred.

CAR OUT OF CONTROL

Almost from the moment of leaving Brookbottom the car seemed to get out of control, and gradually gathered speed all the way down the hill. At the bottom it jumped the metals, dashed across the road, taking a gateway leading to the railway yard and part of the bridge parapet with it in its career. It's course headed for the railway line, and the car took a header down the steep embankment onto the metals, when it turned turtle and lay practically a heap of debris.

When the car left Brookbottom there were 14 passengers aboard. It was in charge of George Houchin of Stalybridge, the driver, and Alfred Nield of Mossley, the conductor. Some of the passengers are said to have jumped off before the vehicle reached Apsley House, the residence of Mr. Joseph Mallalieu, but ten are accounted for among the killed and injured.

The noise made by the car was described as like a heavy traction engine. People were startled and those who had not risen got up at once, and hundreds ran to the scene of the accident.

Sergt. Hodgkinson and Constable Catterall were on duty in Manchester Road, and they ran to the scene of the accident, rendering all the assistance they could. Scores of other willing helpers came to the rescue of the unfortunate passengers. They liberated the victims who were treated by Doctors Cameron, McDonald, Herald, Healy and Eatough. It was soon seen that at least four of the passengers were beyond aid. They had evidently been killed on the spot. The others were removed in the Mossley horse ambulance to the Ashton Infirmary.

THE KILLED AND INJURED

The names of those killed are as follows: -

Mrs. Sarah Ann Arnett, Widow, of Stockport Road, Mossley.

Miss Charlotte Fletcher, (53) of Stockport Road, Mossley.

Mr. James Lawton, (48) Of Stockport Road, Mossley.

Mr. John Herbert Stott, (37) Of Seel Fold, Mossley.

Mr. Alfred Nield, (26) Guard. Of 147 Stockport Road. Mossley.

The following were admitted to the District Infirmary at 7.30.a.m.: -

Edgar Platt, (42) Minder, 203 Stockport Road. Mossley. Fractured ribs and head injuries.

George Houchin, (32) Driver. Huddersfield Road, Millbrook, Stalybridge. Injuries to head, fractured right wrist and left arm, and fractured leg.

Leslie Shrigley, (15) Twiner. Strawberry Lane. Mossley. Compound fracture of the femur and knee, and head injuries.

Mary Ann Whittaker (55). Carrhill Road. Mossley. Abdominal injuries.

HEARTRENDING SCENES

The news of the accident spread rapidly, and bicycles, motorcars, tramcars, and other conveyances were requisitioned to bring the people to the scene of the accident. Mossley was crowded with people, all making for the railway station, where the car lay on the metals, a mass of wreckage. Both the Up and Down line were blocked, and as early as possible a breakdown gang belonging to the railway company came on the scene, and took steps to clear the permanent way. They were two or three hours at work, but by 10.30.a.m. the truck of the car, containing the motors, dismantled of all the woodwork, was hoisted up by the crane and conveyed by an engine into the sidings. Meanwhile the Up line had been cleared, and a single line was run, a pilot accompanying all trains in the direction of both Leeds and Manchester. By noon both line were working as usual.

At the gap, where the car had entered, the solid stone masonry of the bridges parapet was rushed clean away, a telegraph pole nearby was smashed, wires were broken, and the end of the station platform torn away. Heaps of splintered woodwork lay on the roadside and glass from the broken windows was strewn about the line. Crowds of people lined the railway side, watching the men at work breaking up the car to get it off the tracks.

It was evident, from the appearance of things, that the driver had done his utmost to stop the runaway car, for as the body part lay turned up on the railway the brake blocks were seen to tight on the wheels. The metals of the tramway were all covered with sand, a precaution, which was evidently necessary, for rain had been falling in the night, and the track was probably somewhat greasy.

ANOTHER ACCOUNT

A Terrifying Scene

THE RESCUE WORK

Another account says: - A hundred yards from the bridge the car; it is said, first left the metals. It careered for a short distance on the roadway, and then again got onto the lines. Again, however, just at the bridge, it seems once more to have left the line and crashed into great heavy doors just at the bridge. It carried the doors with it, and turned a complete somersault over the embankment onto the railway lines some 30 feet below. The scene, which followed, was shocking in the extreme. When the car had started on its career, some of the people started to shriek in their panic. Some tried to jump off, but the whole affair happened so quickly that few of the passengers escaped. The conductor of the car had one leg taken right off and the other was broken, whilst the driver had a leg and arm severely crushed.

When the car turned turtle the unfortunate victims were pinned underneath, the scene being most heartrending. It was dark at the time, and the rescuers could hardly see to perform their gruesome work.

Lamps were obtained, and restoratives were passed to those who were underneath. Doctor's McDonald, Cameron, and Healy – also Nurse Lawton – rendered their services, and a strong force of police was sent from Stalybridge. Ambulances were summoned from Stalybridge and Mossley to convey the injured to Ashton Infirmary.

RESCUER'S STORIES

Driver's Leg Amputated As He Lay Conscious

Mr. Henry Lees Whitehead, a fruiterer, residing at Mossley, who was one of the first to reach the scene, stated that he heard the noise of the smash as he had reached the station platform. The first impression he formed was that a horse had run away, but he was astonished almost immediately when he saw the car fall onto the line. The car had taken the top part of the bridge with it, and turned turtle, driving a stone about half a ton a distance of some 40 yards.

The scene, he said, was horrifying. Screams of those in the unfortunate car were agonising in the extreme. He and others, including Sergeant Hodgkinson and Constable Catterall and Redford, at once went to their assistance, at the same time sending for Drs. McDonald, Cameron and Healy, and Nurse Lawton. When they reached the car it was found that twelve

passengers were either pinned beneath the car or so seriously injured that they were unable to assist themselves.

THE DRIVER'S PLIGHT

The first man he managed to get hold of was a young fellow named Andrew. He was lying underneath the broken woodwork, and it was at once evident that he was badly hurt about the head. Andrew was carried on a stretcher to the station waiting room, which was seedily converted into a temporary hospital. Attention was next given to the driver, Houchin from Stalybridge, who had been thrown across the telegraph wires and was lying at the side of the car. After he had been dealt with in the same way as Andrew, the conductor, Nield from Mossley was found to be pinned by one of his legs in the debris. A slight examination showed that he had sustained frightful injuries. His leg was smashed above the knee, between the railway line and the side of the car. The limb had been practically severed, and in order that he could be at once attended. Doctor's Cameron and McDonald amputated the leg. Nield was conscious all the time, but was evidently unaware that he was so badly hurt. Indeed, while the efforts were being made to liberate him he remarked that his leg hurt him.

WOMEN TAKEN OUT

Two of the four women and a young fellow named Stott, were the next to be recovered. All seemed to be in a state of semi-unconsciousness, but recovered themselves in a short time. Like the others they were conveyed to the station waiting room, and afterwards removed to the Ashton Infirmary.

It was dark at the time, continued Mr. Whitehead, and considerable difficulty attended the recovery of the other six passengers. They evidently had been pinned between the seats, which they occupied, and the floor of the car, and in several cases the splintered woodwork had pierced their bodies. In the position those passengers had been imprisoned, it appears that they had sustained the full force of the smash, and the rescue party were not surprised to find on reaching them that four had already succumbed to their injuries. In order to reach one of the men it was actually necessary to remove the inside flooring of the car, and lift him through the machinery. He and the other victims were deposited for a moment on the stretchers by the side of the car, while the exertions of the rescue party were directed to extricating the remaining two passengers. Thereafter the six were conveyed to the station, the dead passengers being taken for the time being to a second waiting room. In course of time, a very large crowd assembled in the station and on the bank overlooking it, the news having spread among the people going to their work, with the result that many abstained from entering the Mills, with the object of seeing whether any of their friends were involved.

Excellent service was founded by Mr. Blackmore, the chief engineer of the Joint Tramway Board, who was soon on the scene with a staff of constables from Stalybridge, in the charge of Sergt. Wells. The Stalybridge and Mossley Ambulance detachment also gave valuable aid in the rescue work, and there were many ready to assist them and the railway servants.

A TRAGIC INCIDENT

A painful incident occurred in the rescue of Nield, the conductor, when one of the railwaymen engaged in the efforts to release the passengers, recognised in Nield his own Son-in-law. In consequence of the position the car fell, considerable delay was occasioned to railway traffic.

The first train from Diggle to Manchester – a market train – was held up for two and a half hours at Mossley, and reached Manchester as late as 8.20.a.m.. It ultimately managed to get

through when the car, having been tilted onto the down line, the railway officials found it possible to work the single line between Stalybridge and Greenfield.

THOUGHT IT WAS A RAILWAY ACCIDENT

Mr. W. Key, licensee of the Commercial Hotel, which is near the Mossley railway Station, also seen by a 'Reporter' representative, stated that he was in bed at the time of the accident. He heard a terrible crash, and knowing that the 5.20.a.m. train was about due he thought there had been a railway accident. He got out of his bed at once, and looking down through the window, saw a car was on the lines. It was completely overturned, and he heard noises of people moaning. He at once went there, taking with him a bottle of Brandy and a jug of water. The car was badly smashed and he saw that several people were pinned underneath.

'The first man that I reached' he added 'looked as though he was alive and I put brandy to his lips'. He was then released from under the car and carried to the platform, where it was found that he was dead. It was dark at the time, but we were able to see with the aid of lamps, which had been brought, and a lamp in the street above the railway. I then saw that two women were pinned by the chest with the framework of the car, and I and others tried to release them but were unable to do so. One man most seriously injured was the guard, he was pinned by the car, and after one of his legs was cut off by Dr. Eastough, he was released. He was immediately pleased. And asked to be taken away, and we carried him into a waiting room. Other men noticed under the car, and with the aid of screw jacks they were able to raise the car and release them.

FORTUNATE A TRAIN WAS LATE

Mr. Key thought the car must have been coming down the incline 'fairly fast' for it to have carried the wall near the railway with it, and go down the embankment. It was a splendid thing that the 5.20.a.m. train was late; otherwise the consequences might have been more serious in fact scarcely anyone in the car would have escaped death.

NEVER SAW ANYTHING SO TERRIBLE

Mrs. Fitton, wife of a fire beater, of Queen Street, Mossley, said she was in bed when she heard the crash, and the noise of a lot of people shrieking. Her son got out of bed, and said it was only the 'Buzzer' at a neighbouring Mill. She persuaded him to go out and see what was the matter, and on his return he said, 'Mother, you are right; a car has fallen over the bridge onto the railway line.' She went to the station, and assisted those who were injured. Soon after she arrived in the waiting room one woman died.

'I asked one woman what had happened, and she said she could not tell me properly, only that when the car was going down Stamford Road, she said to another woman that it was going very fast. She also said she remembered nothing more until she was in the waiting room, when she was told that the car had fallen onto the railway'.

Mrs. Fitton said she attended to one of the men who were injured, and he told her that when he saw two other men jump off the car he thought there was something wrong, and he tried to do so. Speaking of the condition of Nield, the guard of the car, and said he was most serious. One leg had been cut off, and the other leg looked like a bag of jelly. He was injured in many other ways. Those who came to the rescue did everything they could to alleviate those who were suffering, and Miss Kay, from the Commercial Hotel, near the station, brought Brandy and water for the injured. She added that she never saw anything so terrible in her life, but she realised that help was badly needed, and she 'kept up a good nerve.'

LEAPED FROM THE CAR BEFORE THE ACCIDENT

Mr. C. E. Holmes, ironmonger, whose premises are very near the railway station, said he thought there had been an accident of some sort. He went to the station, and realising what had occurred, he at once telephoned for medical assistance. He saw that several people were pinned underneath the car, and John Smith of Stamford Road, Mossley, who had jumped off the car before the accident, was bleeding about the head. His wounds were attended to, and he was sent home. Our informant, with others, did all he could for the injured passengers.

TRAIN DUE WHEN ACCIDENT OCCURRED

A train from Greenfield was due in Mossley Station almost at the time as the accident occurred, and had it not been for the fortunate fact of it being delayed on the journey, the consequences might have been even more terrifying. For to the tram smash might also have been added a train smash. The moment the car fell onto the metals, however, the railway officials put the telephones in operation, and the train was stopped at Greenfield Station until the line was cleared.

TRAMWAY ENGINEERS VIEW

Mr. R. Blackmore, the engineer-in-chief to the Joint Tramways Board, seen by a 'Reporter' representative, as to how he thought the accident had occurred, said the whole thing was a complete mystery to him, and no living man could really tell. The only man who could tell was the driver of the car, and he was not in a condition to say anything at the moment.

Asked whether he thought the brakes had refused to act, he replied that he could not say what had refused to act until the Board of Trade inquiry, when the whole matter would be gone into. He added that the Tramway route there had been opened for eight years, and everything had passed the Board of Trade test. That type of car had been passed, and had been in use for many years. None but experienced men were put on that route, and the driver in the present instance was a particularly trustworthy man. As to what has actually occurred he could not say; they would have to wait and see.

[Transcript from the *Mossley and Saddleworth Reporter* October 28th 1911]

The Funeral of James William Lawton took place from his late residence, No. 3 Roman Street, off Stockport Road, Mossley, on Monday afternoon. The interment was at Mossley Cemetery. The Vicar of St. John's Church, the Rev. J. Carruthers conducted a short service at the house, and also officiated at the Cemetery. Messers; J. Thwaite, W. Lawton, S. Littlewood, and J. Allsopp acted as bearers. The mourners, who were conveyed in two coaches, included Mrs. Lawton and children, Mr. & Mrs. Lawton (father and mother), Mr. Thomas Lawton (brother), Mrs. Mellor (sister), Mr. & Mrs. Cook, Mr. & Mrs. J. Lawton, Mrs. Garner, and Mrs. Allsopp.

A beautiful wreath was placed on the coffin from his wife and children.

A TRAGEDY RECALLED

Mr. James William Lawton, who was one of the passengers killed in the Mossley Tram Disaster, had a narrow escape from death by drowning many years ago, when he resided in Uppermill, Saddleworth.

Lawton and his sweetheart, Miss Esther Buckley Schofield (21), also of Uppermill, were 'Walking out' on December 27th. 1885. The night was very dark, and sudden cries for help were heard. It was found that in the darkness both had fallen into the Canal at Wade Lock. Lawton was almost dead when rescued, and it was only with difficulty that animation was restored. Miss Schofield's body was not recovered for some time.

When young, Mr. Lawton was a capital Bass singer. For years he was in the Sam Hauge Minstrel Troupe. He frequently sang at the special services in Saddleworth Church. Mr. Lawton leaves a widow and two children.

County Confusion

Christine Barrow

In 1974 local government administration and responsibility for Saddleworth was transferred from the West Riding County Council and Saddleworth Urban District Council to Greater Manchester and the Metropolitan Borough of Oldham. The government at the time quite clearly stated that the boundaries of the traditional counties had not been altered. As the Ministry of the Environment stated at the time: 'The new county boundaries are solely for the purpose of defining areas of local government. They are administrative areas, and will not alter the traditional boundaries of Counties, nor is it intended that the loyalties of people living within them will change.' Subsequent governments have confirmed the legal constitution of the old Counties. Legally therefore, Saddleworth remains in the historic County of Yorkshire.

The local government reorganisation of 1974 created the new Metropolitan County of Greater Manchester and Saddleworth, as part of Oldham Borough Council, became a constituent part of the new Metropolitan County. Although the Greater Manchester County Council, together with those of other Metropolitan Boroughs, was abolished by the government of the day in 1986, the Metropolitan County is still legally recognised, is used widely by the media, and appears on maps. In reality it has only a few residual administrative functions left, mainly emergency services. Nevertheless, Greater Manchester is the media's preferred description of the location of Saddleworth.

The current Post Office version of Saddleworth addresses implies that the villages of Saddleworth are in 'Oldham, Lancashire', both statements which are incorrect. This raises the question: what is an address? Today an address is almost entirely synonymous with a postal address. The postal address however is merely a convenience to ensure mail is delivered efficiently by the Post Office. Before the twentieth century there was no concept of a postal address, people were free to describe their location in any way in which they chose. Usually this was by Village (Dobcross), possibly Township (Saddleworth) and certainly by County (Yorkshire). During the 1920s a degree of standardisation was introduced by the Post Office to assist postal deliveries and the route by which mail was delivered became a part of the address. Thus 'Uppermill via Oldham, Lancs', or 'Denshaw, Delph, Near Oldham, Lancs', were approved postal addresses. This approach has evolved, since 1974, with the use of Postal Towns (for example Oldham) and post codes. The Post Office, surprisingly, also still recognise the historic Counties in which these postal towns lie and not only permit their use in

the address, but will supply a list of Counties for use with Postal Towns. It is the existence of this County database and the desire by the public for County information in addresses that has led recently to the widespread re-emergence of the description 'Oldham, Lancs' in Saddleworth addresses.

With the obliteration of the traditional boundaries from the Ordinance Survey maps, the misuse of county information by the Post Office, the use of the description Greater Manchester by the news media, and the widespread disappearance of boundary signs marking the historic Counties, Saddleworth's links with Yorkshire are now often forgotten, and it is hardly surprising that many people are either misinformed, confused or barely aware of Saddleworth's place in the County of York.

Another source of confusion is the interchangeable use of the name Oldham to describe both the Borough and the Town. The local press and Council officials delight in referring to all parts of the Borough as the Town and all its inhabitants, no matter where they live, as Oldhamers. Saddleworth and its villages are, like Oldham, Chadderton, Failsworth, etc. in the Oldham Metropolitan Borough, an administrative unit created in 1974. Otherwise these constituent Townships are quite different places, each with their own histories and traditions. We may share a common Council and Mayor with the other constituent parts of the Metropolitan Borough and pay rates to a common authority, but the individual identities of Saddleworth, Shaw, Royton, Chadderton, Lees and Failsworth continue and are cherished by locals and seen as separate from the town of Oldham.

Fortunately Saddleworth's links with Yorkshire are still recognised by Saddleworth Parish Council and the Chairperson displays the White Rose on the Chain of Office.

Who am I?

Elisabeth Foster, nee Buckley

It is funny how things we learn as children can remain unquestioned in our minds for such a long time. One such fact that I learned long ago related to my family history. We had been given a copy of the Buckley family tree by friends who were also distant relatives. This document had been researched by Canon Raines on behalf of George Frederick Buckley of Linfitts. I had no idea at the time where I fitted into the document, nor did I query one of the early entries: Geoffrey de Buckley, who had been killed in the Battle of Evesham, fighting on behalf of King Henry III in 1265. This Geoffrey, and therefore one supposes his brother Adam, from whom we are descended, was also a nephew of Geoffrey, Dean of Whalley. I assumed that Geoffrey was a Dean of the Abbey.

I had visited Whalley many times over the years and had a mental image of Whalley Abbey as an attractive place in the Ribble Valley. A few years ago I started wondering who this Geoffrey was, and decided to investigate the Dean of Whalley. I made enquiries about documents relating to Whalley Abbey but never got any nearer to finding out about Geoffrey. I wondered if 'nephew' was a euphemism as, in my understanding of the Abbey church, Deans should have been celibate, and that really Geoffrey was the father of the casualty of the Battle of Evesham and his brother.

Then my niece visited Townley Hall, in Burnley, and discovered at the top of the Townley family tree the words 'Deans of Whalley'. At last I knew where to look: Burnley library.

Dr Whitaker (1759-1821), the Curate at Cliviger, which is within the Townley lands, was interested in the early history of the church in Lancashire, he wrote the *History of Whalley*. During his research he made use of Dugdale's visitation of Lancashire in 1664, which included transcripts of early monastery records. John Lyndelay, Abbot of Whalley in about 1347 wrote the *Status de Blackburnshire* which describes the early Deans of Whalley. The Deans were hereditary incumbents of the ancient church of Whalley. They were married men and lords of the town. It is thought that the church existed in Whalley from very early times and that it is one of the few towns which has obtained a place on the only surviving map of the Northumbrian kingdom. Tradition states that the gospel was preached at Whalley at the beginning of the seventh century and that this event was marked by the erection of three crosses. The surviving crosses at Whalley are similar to that at Dewsbury which was erected to mark the Preaching of Paulinus. For a period of six years Paulinus preached and baptised

through the kingdoms of Deira, Bernicia and northern Mercia, usually along the banks of considerable rivers. Whalley church's location, on the banks of the river Ribble, suggests that it was founded at this period.

Thus Dr Whitaker believed the first church at Whalley was Saxon and the constitution of the Saxon church is known to have permitted marriage for the secular clergy. Also, to encourage the erection of churches, lords of the manor were granted the concession of annexing in perpetuity all tithes and oblations accruing within their own demesne, to the service of that particular church. To this was also added a piece of land, or glebe, absolutely necessary to the accommodation of the incumbent at a time when all food was produced locally.

The Domesday Book states that the Church of St Mary held in 'Wallei' two curates free of land, free from every custom. The incumbents were given the title Dean, the reason for this being that they had delegated to them limited ecclesiastical jurisdiction by the Bishops of Lichfield, as the parish was almost inaccessible in those days.

It was recorded that ten persons had held the office in succession, there were probably others whose names are lost. The names which are recorded are: Spartlingus, Liwlphus, Cutwulph, Cudwolphus, Henry the elder, Robert, Henry the younger, William, Geoffrey the elder, Geoffrey the younger and Roger. Liwlphus' name was changed to Cutwulph when he cut off the tail of a wolf when out hunting in the Forest of Rossendale. Upon the death of Roger, in 1249, the line of succession ended. The last Dean, and his brother Richard Townley were, according to Whitaker, second cousins of Henry de Lacy, third Earl of Lincoln. The younger brother of Dean Geoffrey the younger, Robert, was vicar of St Chad's Church, Rochdale.

So, did I discover where I fitted into this family tree? Yes, but only because Michael Buckley spotted the link. My two times great grandfather, Robert Buckley of Wallhill, was the son of John Buckley of Bank and Mary Buckley of Wallhill. This John Buckley was first cousin to George Frederick Buckley's grandfather, John. Mary's elder brother Henry died without issue and her son Robert inherited. He was my two times great grandfather.

SADDLEWORTH HISTORICAL SOCIETY
NEWSLETTER - SPRING 2003
.....

The Farming Year

<i>January</i>	<i>By thys fyre I warme myne hande</i>
<i>February</i>	<i>And with thys spade I delve my lande</i>
<i>March</i>	<i>Here I sette my thyngs to sprynge</i>
<i>April</i>	<i>Mery I here the fowles do sing</i>
<i>May</i>	<i>I am as joly as byrd on bow</i>
<i>June</i>	<i>And I can weed wel ynow</i>
<i>July</i>	<i>Wyth this zythe I mow my mede</i>
<i>August</i>	<i>And here I repr my wete for need</i>
<i>September</i>	<i>Wuth this flayle I get my brede</i>
<i>October</i>	<i>And here I sow my wete so rede</i>
<i>November</i>	<i>Wyth this ax I sle my swine</i>
<i>December</i>	<i>In these cuppes I drynk both ale and wyne</i>

SADDLEWORTH VILLAGES

We wish to introduce our new book 'SADDLEWORTH VILLAGES', to complement the 2003 Saddleworth Festival of the Arts.

'Saddleworth Villages', is illustrated with over One hundred pen and ink drawings by Geoff Tom, Society member from Morley, Derbyshire, this hardback book celebrates the many and various features to be viewed in the Saddleworth Villages. Its accompanying text is written by Society members and links the drawings to the people and events of Saddleworth's past.

During the Festival of the Arts - 31st May - 8th June, 03, the book will be on sale at the discounted launch price of £14.00. Price to members using the booking form will be £12.50 collected from the Festival sales points, Book Launch at the Museum 2nd June, 03, or delivered by hand Saddleworth. If posted please add £3.20

Events at the Museum during Festival Week. 31st May, - 8th June, 03.
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Monday 2nd June, 03
2.30 pm.

Saddleworth Villages Book Launch. The new Society book will be launched with an illustrated talk by Neil Barrow one of the authors of the book and the artist, Geoff Tom, will be present to sign copies of the book.

Tuesday 3rd June, 03
2.00 pm. - 4.00 pm.

LOCAL HISTORY HELP DESK: Members of the Society will be on hand to answer your queries and help with your research.

Wednesday 4th June, 03
2.30 pm

Recent Developments in Surname Studies:
The speaker, Dr. George Redmonds is an internationally recognised pioneer in this area. A particular expert on West Riding names, he has been involved with the recent use of DNA sampling to research surname ancestry.

Thursday 5th June, 03
2.30 pm

In Earth to Earth & Dust to Dust - St. Chads Old Graveyard - 800 years of Saddleworth's history.
The speaker, Mr. Michael Buckley.

Thursday 5th June, 03
2.00 pm - 4.00 pm.

LOCAL HISTORY HELP DESK: Preceding and following the above lecture.

Friday 6th June, 03
2.00 pm - 4.00 pm

LOCAL HISTORY HELP DESK:

Forthcoming Lecture at the Museum. 7.30 pm. Thursday 10th April, 03

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Bernard Barnes Memorial Lecture, entitled Reading the Landscape by Dr. Richard Muir
A subject very dear to Bernard's heart remembering his own talks upon Man and the Landscape.

Recent Lectures: In November, 02 we were told of 'The Development of the Cotton Mill in Manchester', who revealed the narrow mills of Manchester in Ancoats and its growth to 90 to 100 mills making it the Cotonopolis of the World.

Our January lecture featured George Shaw: A Man of His Time, by Alan Petford who gave a staunch thesis on George Shaw's remarkable achievements in building many spired churches throughout Lancashire and Yorkshire. A gentleman who utilised his natural ability to create beautiful buildings and demonstrate his prowess as a singular architect.

The 5th of February, 03, took us 'Behind the Scenes at Gallery Oldham', with Peter Fox. A well attended event, despite the inclement weather, to view this outstanding building.

SUMMER COACH TRIP Please note this outing will now take place on Saturday
..... 28th June, 2003. Organised by Mrs. Wendy Murray.

To visit Magna Science Adventure Centre, set in a former steelworks near Rotherham, Yorkshire. Adventure unlimited is on offer at Magna experience the living robots and discover a day without limits. Tornados are likely so do not stay indoors come and stand really, really close for a hands on, feet on, full on thrilling experience to the North of England's most successful new visitor attraction. Coach fare £7.50 Admission, Adult 5.99, Children £5.15 and Concessions £4.50 Please complete the attached booking form and return to Mrs. W. Murray, 134 Oldham Road, Denshaw, Saddleworth. OL3 5RP as soon as possible.

HERITAGE OPEN DAYS 2003 across England are co-ordinated by the Civic Trust with funding from the Dept. of Culture and supported by Warner Holidays Ltd., and The Guardian Newspaper. Castleshaw Roman Forts. SD9909 down Waterworks Road, off A62 Delph, Friday 12th September, to Monday 15th September, 03. Contact Jim Carr tel: 01457 873612

FORTHCOMING EVENTS AT THE MUSEUM.

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Coffee Mornings.
Farmers' Markets.
Spring Trip to Liverpool & Birkenhead.

Donkey Derby.
Spring Draw.
Table Top.

2nd Wednesday each month.
2nd Sunday each month.
Wednesday 26th March, 03
Further details from T.I.C. 01457 87 4093
Planned for April/May.
Planned for April/May.
Planned for April/May.

Temporary Exhibitions.
The PETERLOO MASSACRE.

Continues until 2nd March, 03

ANNIE KENNEY'S TALE.

Opens 12th April, 03

The Saddleworth Suffragette who worked with Mrs. Pankhurst and protested at the Free Trade Hall in Manchester.

To accompany this Exhibition Mr. Geoffrey Woodhouse has produced a booklet and biography of Annie Kenney and her family from Springhead, Saddleworth.

ART EXHIBITIONS.

Chris Cyprus.

15th March - 27th April, 2003

TABLE TOP & PLANT SALE.

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The organisers of this popular event are appealing for unwanted China, Glassware, Jewellery, Small items of furniture, Foreign Stamps, Books, Tapes & C.D's and records, Surplus Plants, Shrubs and other similar items.

CIVIC TRUST.

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Thursday 27th March, 03. 7.30 pm. Saddleworth Museum.

English Heritage in the North West - approaches to Conservation and what has been achieved.
An illustrated talk by Henry Owen-John, Assistant Regional Director English Heritage NW

Sunday 18th May, 03 2.00 pm. Brownhill Centre, Uppermill.

Heritage Walk - Dobcross. Led by Alan Petford & Mike Buckley, Stout shoes recommended.

Thursday 3rd July, 03. 7.30 pm. Saddleworth Museum.

The Restoration of Temple Newsam House, Leeds. A talk by Anthony Wells-Cole, Senior Curator of Decorative Arts.

Saturday 5th July, 03. Depart 9.30 am. Uppermill bus. Turning circle.

Summer trip - Viewing the Restoration of Temple Newsam House, Leeds.

To co-ordinate with the talk by Anthony Wells-Cole.

Membership details from Hon. Secretary, Mrs. Lorna Gartside, Hollingreave Farm, Dobcross, Saddleworth. OL3 5JW Tel: 01457 873195



Saddleworth Festival of the Arts

31st May – 8th June 2003

NEWS RELEASE

FESTIVAL TIME IN SADDLEWORTH IN 2003

Famous cellist, **Julian Lloyd Webber**, acclaimed actor, **Samuel West**, barrister, playwright and creator of *Rumpole*, **Sir John Mortimer** and the one and only **Ken Dodd** are among the stars appearing at the 12th Saddleworth Festival of the Arts, which will run from May 31 to June 8 this year

The festival, which has established high standards and traditions over four and a half decades and is now a firm fixture on the Saddleworth scene, brings together a wide range of international, national and local talent. It was first staged in 1957 with the dual aim of bringing top-quality performers to the district and giving local organisations an opportunity to demonstrate their talents in a festival setting. Organised on an entirely honorary basis, it is presented every four years.

Other artists lined up for the event include **Ballet Russe** who will perform *Giselle*, actresses **Joanna David** and **Rohan McCullough**, the **Academia Wind Quintet Prague**, **The Medici Quartet**, **The Temperance Seven**, jazz singer **Lillian Boutté**, Royal Milliner, **Philip Somerville**, Antiques Roadshow expert, **David Battie** and best selling author and broadcaster, **Gervase Phinn**.

Folk, acoustic rock and brass are among other musical offerings at the festival, which has a multitude of attractions, both indoors and outdoors. The range of outdoor events starts with a spectacular **Living History and Combat day** on the first Sunday and continues with a 3-day foot race series, sailing, bowls and at dusk on the final Saturday, fireworks and brass.

Indoor attractions include films, drama, talks and exhibitions of all kinds including a major exhibition on the Life and Times of Saddleworth Suffragette Annie Kenney and her Family at Saddleworth Museum. A programme of workshops and other events for children of all ages, which will run throughout the week, has also been arranged at the museum.

Drama will feature **Saddleworth Players**, **Uppermill Stage Society** and the **Roughshod Theatre Company**, **Saddleworth Film Society** will present films, and the festival will include concerts by the **Saddleworth Singers**, the **Saddleworth Consort**, the **Sing for Pleasure Choir**, the **Pennine Singers** and a *Night at the Opera* presented by **Saddleworth Male Voice Choir** with orchestra and soloists. Music from the **Telemann Baroque Ensemble**, **Celebrity Brass** and **Oldham Music Centre** is also included, and the nine days end with a concert in Saddleworth Church given by the **Saddleworth Musical Society Choir and Orchestra** which will feature a performance of Karl Jenkins' Mass for Peace, "The Armed Man".

Popular attractions of previous festivals, amongst them **Songs of Praise** at Uppermill Methodist Church, **Flower Festivals** at St Chad's Church and Greenfield Methodist Church, **Private Gardens** open to the public and a **Pro-loco painting competition** will again be included in what promises to be nine days of outstanding entertainment.

Further releases detailing the full range of events planned will be issued over the coming months.

- ends -

For further information contact Ken Deighton on 01457 874296
or e-mail: info@saddleworthfestival.org.uk

website: www.saddleworthfestival.org.uk

SF03NR001/January 2003

MEMBERSHIP SECTION.

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We welcome new members who have joined the Society since the publication of the previous Bulletin.

Mr. A. Schofield, Stalybridge.
M. David B. Wood, Rainford.
Mrs. Sheila Maden, Greenfield.
Mr. & Mrs. D. Devine & Family, Uppermill.

Mrs. I. Grayshon, Bucknell, Shropshire.
Mr. Alan Lewis, Diggle.
Mr. & Mrs. Graham Hill, Uppermill.

A chance conversation in the Uppermill barber's shop with your Chairman, Jim Carr, led to the location of the once Registrar's Office at the bottom of Court Street, Uppermill, being established by Albert Broadbent of Beckermeth, Cumbria, who even provided a copy of his birth certificate with the name of the Registrar himself, Arthur Smith in 1918, which might prod some members memories.

We are pleased to report that Ruth Ingham of Perth who requested family information in a previous bulletin, has met with some success and confirmed a working relationship with a family cousin, although she still has more branches to trace in her research which may prompt another visit to Saddleworth.

There has been a very good response to the notification of this year's membership fees contained in the last Bulletin, but a further request is enclosed for members who have not yet paid ; we shall be pleased, therefore, to receive your remittance as soon as possible.

Family Membership.....	£14.00	Single Membership.....	£12.00
Retired Family & Single.....	9.00	Students	9.00

Overseas	U.S.A. & Canada.....	£15.00	Sterling or 40 dollars.
Overseas.	Australia & New Zealand	£15.00	Sterling.

Once more we look like having a real royal Festival of the Arts graced by Baroness Mallalieu of a family who have provided many leading lights of our district's history and have always been held in high regard. Baroness Mallalieu will open the proceedings at the Civic Hall, Uppermill, on Saturday afternoon the 31st May, 2003.

CURRENT SOCIETY PUBLICATIONS

Books

SADDLEWORTH FROM THE AIR. By Professor Barri Jones. £12.75

SADDLEWORTH 1914 -1919: The experience of a Pennine community during the Great War. By K. W. Mitchinson. Soft backed £5.00 Hard backed £10.00

CHERRY VALLEY CHRONICLES: Letters from Thomas Buckley and family - immigrants to Cherry Valley and Milbury, Massachusetts, USA, to his son Ralph Buckley and family, of Dobcross and Delph, Saddleworth. Transcribed by Maurice Dennett. £5.00

PASSAGE THROUGH TIME: A history of Saddleworth roads and track-ways. By Bernard Barnes. £5.95

WITH AMMON WRIGLEY IN SADDLEWORTH. By Sam Seville, Son-in-law and companion of the Saddleworth writer and poet. £2.95

THE SADDLEWORTH STORY: A collection of historical essays. (WEA Publication.) £2.00

HUDDERSFIELD NARROW CANAL: A compendium of articles from the Saddleworth Historical Society Bulletin on the construction of the Canal. £3.60

Local Interest Trails.

Walks around Saddleworth: Illustrated with notes on local history and landscapes. £1.20 each

- | | |
|------------------------------|-----------------------|
| 1. DELPH, HEIGHTS AND GRANGE | 7. DELPH |
| 2. UPPERMILL | 8. LYDGATE AND GROTON |
| 3. GREENFIELD | 9. DOBCROSS |
| 4. HUDDERSFIELD NARROW CANAL | 10. DIGGLE |
| 5. GRASSCROFT | 11. CASTLESHAW |
| 6. DENSHAW | |

Maps

STREET GUIDE TO SADDLEWORTH: An A2 comprehensive Street Map of the area. £1.20

COUNTRYSIDE GUIDES: Large scale maps of the district showing public footpaths, amenities and features of special interest: with notes on the local and natural history of Saddleworth.

Saddleworth North £2.40.

Saddleworth South *Out of print*

CHURCHYARD PLAN: A plan of the Old Graveyard at Saddleworth Church. £1.80

LOWER GRAVEYARD PLAN, Saddleworth Church. £3.00

Pamphlets

ADDRESS TO THE VARIOUS CLASSES OF MEN IN SADDLEWORTH: Shewing the necessity of supporting the Plan laid down for augmenting the Price of Labour in the Woollen Manufactory: Describing the Distressed Situation of the Parish in 1795. By Daniel Nield. £0.75

Items are available at the Saddleworth Museum and at local bookshops, or by post from the Society's Publications Officer, Mr Graham Griffiths, 6 Slackcote, Delph, Oldham, OL3 5TW (Tel: 01457 870159). Please make cheques payable to Saddleworth Historical Society and add 20% postage and packing for delivery outside Saddleworth.

SADDLEWORTH HISTORICAL SOCIETY

SUMMER COACH TRIP SATURDAY 28th JUNE, 2003

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Something different this year!

MAGNA
SCIENCE ADVENTURE CENTRE

We plan to visit Magna Science Adventure Centre, set in a former steel works near Rotherham. During the visit you can join a steel works tour to discover what it was like when steel was made at Magna.

The centre offers exhilarating experiences encouraging visitors to have fun and adventure using all their senses to experience the power and force of the four natural elements: earth, air, fire and water. Many activities and exhibits are suitable for people with disabilities, wheel chairs can be hired free of charge (carers admitted free).

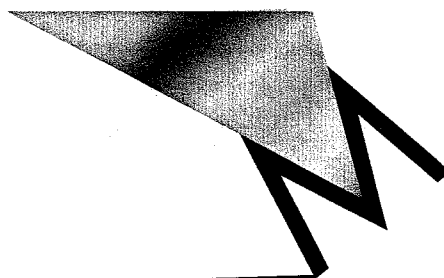
There is a cafe for snacks and refreshments and a restaurant serving hot dishes.

Coach fare £7.50. Admission to Centre £5.99. Children £5.15. and Concessions £4.50. Children 4 and under free.

Coach to leave Barlow's Garage, Oldham, at 9.00 am. Pick up points and approximate times Lees 9.05 am, Springhead, Grotton 9.10 am, Lydgate, Grasscroft 9.15 am, leaving Uppermill, 9.30 am. Dobcross, Delph 9.35 am, Denshaw 9.40 am.

Please complete the booking form and return to Mrs. Wendy Murray, 134 Oldham Road, Denshaw, Saddleworth, OL3 5RP, as soon as possible, please.
Tel: 01457 874493

MAGNA
SCIENCE ADVENTURE CENTRE



Fun, adventure and amazement
UNLIMITED

SHS SUMMER TRIP - Saturday 28th June, 2003
MAGNA Science Adventure Centre
ROTHERHAM

Mrs. Wendy Murray,
134 Oldham Road,
Denshaw,
Saddleworth.
OL3 5RP

No. of seats Adults.....
Children Concessions

Names of all persons.....
.....

Pick up point

Address

Total Amount

.....

Tel. No.

.....

Number wishing to join Steelworks tour at 1.40 pm

Post Code

Cheques made payable to Saddleworth Historical Society.

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