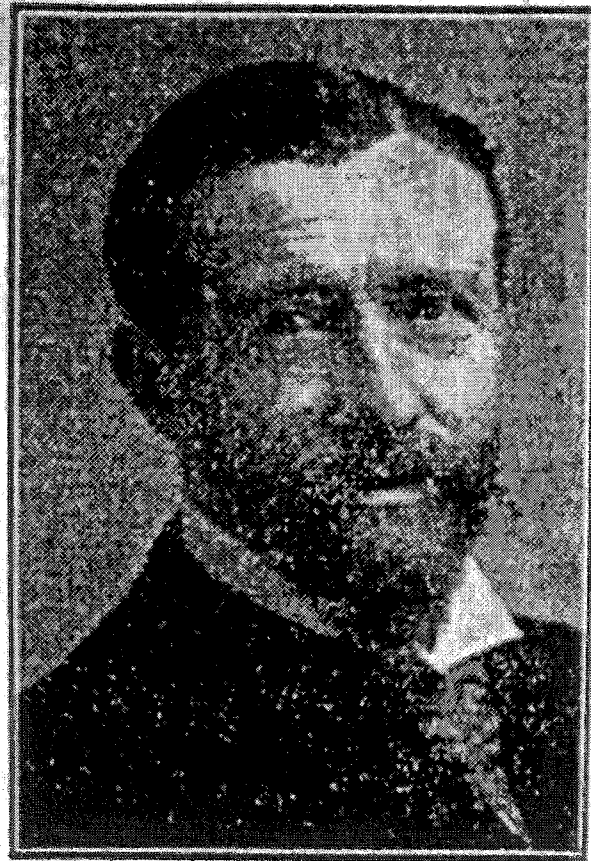


Saddleworth Historical Society Bulletin



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Bulletin of the Saddleworth Historical Society

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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. Please do not forward articles to the Newsletter Editor Jack Hindle.

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.

James Frederic Buckley of The Nook and The Cambrian Railways

Neil Barrow



When James Frederic Buckley died in 1911 the Mossley & Saddleworth Reporter (12) reporting the “Impressive Funeral service at St Chad’s” included a brief obituary. Locally Buckley was prominent as a cotton spinner at Waterside mill, Greenfield with his late partner Buckley Bent. He was a member of the major Saddleworth family the Buckleys of Hollyville. James’ grandfather, James (1765-1850) was a wealthy merchant who turned to banking. He had split from his former partners the Harrops and unlike them their bank survived the banking crisis of 1826 and prospered. He was probably one of the richest men in Saddleworth and certainly had the grandest house, Hollyville, described in 1828 as “...perhaps the most elegant mansion in the chapelry” (3). In 1833 when the bank became a joint stock company, the Saddleworth Banking Company, the family retained a major shareholding and continued as managers.

Waterside mill had been built in 1836 by James’s uncles Richard and Frederick two years before James’ birth. Neither of them had male descendents and neither had his other three uncles. There was wealth within the family¹, and it was not being dissipated, to expand the mill, particularly as James married Elisabeth Anne Bent the daughter of Buckley Bent (I) a woollen merchant who had made his fortune in New York. His son Buckley Bent (II) had by 1869 joined in partnership with the Buckleys. By 1910 just before James’ death the mill was one of the largest cotton spinning mills in Saddleworth with 26,000 spindles. Buckley Bent had the wealth to substantially rebuild his house at Briarfield, Dobcross and James to extend his house at The Nook, near Waterside mill ².

Locally James occupied a position of importance: “He was practically the last of a race of local gentlemen who guided the affairs of Saddleworth half a century ago.” He was prominently involved in local affairs as a JP, trustee of Boarshurst school and a churchwarden at St Mary’s,

¹ Richard Buckley had left £103,898 when he died in 1883 (4).

² Bent’s mansion is pictured in *Saddleworth Villages* p80 and Buckley’s in the *SHS Bulletin* Spring 2004 p9.

Greenfield, built and endowed by his uncle Richard. "In politics he was a strong Conservative and was, practically, the head of the local party." (12)

Buckley's obituary referred to his superior "business and commercial qualities" and at the time of his death he was travelling to work as a director of the Manchester and County Bank. His grandfather James (1765-1850) had been a founding partner of the Buckley, Roberts bank the forerunner of the Saddleworth Banking Company. Whilst his uncles Richard and Frederick had become millowners their elder brothers Charles and Francis had gone into the bank. There were opportunities within the family and James, like his uncle Richard, pursued more than one career. When the bank was acquired by the Manchester & County Bank, in 1866, the family connection was continued, Richard becoming a director and when he retired because of failing health in 1883, James, himself, became a director (10).

James already had business interests outside Saddleworth³. In 1878 he was appointed a director of the Cambrian Railways⁴. Little could he have believed that this position would, some fourteen years later, unwillingly, if only briefly, bring him to national prominence. The Cambrian had been formed in 1864/5 by the amalgamation of several small companies. Entering Wales from Oswestry, by 1883, it ran 178 miles of track, to Pwllleli in the north and to Brecon in the south. There were always financial and operating pressures as well as frictions between members of the founding companies. Buckley was appointed director in 1878 following a board reconstitution. The following year David Davies, the engineer and a director resigned publicly stating, "...the whole undertaking was in a fake position. ...the balance sheet was an insult." (6) Indeed matters got worse as a recession both in Welsh slate and in the Newtown flannel trade set in and in 1884, not being able to meet its loan payments, the company went into receivership. Buckley survived the financial reconstruction, becoming chairman, and it may well be that, as a banker with rich contacts he was the prime mover, certainly "...a large amount of the original capital came from the [Manchester] neighbourhood" (13). The company now entered into a period of expansion. One of the new directors joining the Board was J W Maclure a Manchester Conservative MP and businessman (5 & 6).

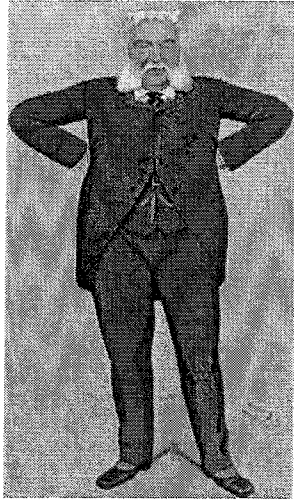
In 1891 a Parliamentary Committee met to investigate railway servants' hours and the Cambrian was called to give evidence as they would require men to work thirty-six hours continuously within the two week period. John Hood, the Cambrian station master at Montgomery, wrote to the managers asking if he might give evidence. When his second letter was again ignored he contacted two MPs who invited him to give evidence. The background to this was that Hood had been demoted to Montgomery from Ellesmere where he had pressed the case of an employee sacked, having been blamed for a minor accident. John Conacher, the manager recounting the accident before the Committee now publicly blamed Hood. Hood, in many ways a model employee, who had joined as a clerk twenty-three years earlier, wanted to clear his name. After giving his evidence, which included criticisms of the poor state of the Cambrian's track and the fact that the rails causing the 1887 accident had been replaced before the Board of Trade inspector arrived, Hood was dismissed in August without a hearing. There was immediately a popular campaign for his reinstatement but, called to a meeting the next month with directors Buckley, Maclure, and Hawkins and Conacher, the general manager, they confirmed his dismissal, specifically censuring him for the evidence he had given, although they now allowed him a month to leave his company house. At this meeting the reason for his dismissal was made clear: because of his evidence he had "forfeit the confidence of the directors of the Cambrian Company"(8).

This was not to be the end of the matter. The Amalgamated Society of Railway Servants protested to the Committee that Hood and three others, elsewhere, had been sacked. The Committee investigated calling back the men and managers involved. Buckley, it appears, was particularly unco-operative (7). In March 1892 the Committee reported and most seriously

³ Buckley Bent II (1833-1909) also had interests elsewhere and in transport, as director of the Liverpool Tram Road and Railway Omnibus Company Ltd.

⁴ The correct title is plural reflecting the amalgamations, but reports at the time usually ignored this.

added a Special Report on the dismissal of railwaymen who had given evidence: Perhaps somewhat generously "The Committee agreed that some of the witnesses' allegations were unfounded" but "it was clear that one, John Hood, had indeed been dismissed because of evidence which he had given relative to his employers the Cambrian Railway company." (2 & 8)



JW Maclure MP (20)

The House was quick to act. On April 7th Maclure, Buckley, Hawkins and Conacher were summoned before the bar of the House whilst the Speaker went through the Special Report. Maclure was then required to respond. It was clear that the accused, realising their predicament, had decided on a strategy of humility. Maclure read a prepared statement saying "...the Directors had not had the slightest intention of deterring any railway servant from giving evidence...If they had unintentionally done so they begged to offer a full and unqualified apology." Buckley, speaking very briefly, said only:

"Mr Speaker I beg to say that I fully concur in what has fallen from my colleague." The House was now in a predicament as to what to do next in this most uncommon situation. The Tory majority, embarrassed by the misdemeanours of their MP and the employers, whom they would naturally support, clearly wished to quickly conclude the affair. Sir Michael Hicks-Beach, The President of the Board of Trade and chairman of the Select Committee "...expressed his belief that, in dismissing Hood the directors of the Cambrian Railway honestly believed he was not a trustworthy servant", they were clearly in breach of privilege, they "...had made a most ample apology". He therefore proposed, as a punishment they be admonished⁵ by the Speaker.

⁵ This was the weakest punishment: reprimand and imprisonment being the alternatives.

Any hope by the Tories of quickly and quietly concluding the affair had already disappeared. Even before Hicks-Beach had spoken to the packed House Charles Conybeare, the MP for Cambourne, Cornwall, had called upon the Speaker to ask the directors to reinstate Hood. Without this any apology or contrition would be shallow indeed. 1892 was an election year, John Sugden, the Conservative candidate for Colne Valley was, that same evening, addressing a meeting at the Co-operative Hall in Grasscroft (13). It was a period of growing trade union presence.

A working class electorate had already returned sympathetic Liberal MPs. The matter would not be allowed to be quietly brushed aside. So when Hicks-Beach formally proposed admonishment Thomas O'Connor, Irish nationalist MP for Scotland, Liverpool, immediately tabled an amendment that the Cambrian reinstate or compensate John Hood. The debate which followed was essentially on the amendment, as the breach of privilege had been admitted. Hicks-Beach argued that Hood had been dismissed, not for giving evidence but because in the opinion of the company he was an "unfit servant" and it was not the role of the House to question or interfere with the directors' decision.



TP O'Connor MP (21)

Across the House Gladstone lent his authoritative support. He believed it was the duty of members to maintain the privileges of the House but not to right wrongs (if so they be) to individuals. Wronged Hood certainly was. The Special Report had concluded that Hood "...was dismissed from the service of the Company mainly in consequence of charges arising out of the evidence given by him before your committee". Further during the debate it transpired that Hicks-Beach had failed to mention that it was only his casting vote which reworded Hood's dismissal as being "...because of causes arising out of the evidence" rather than "...because of the evidence given before the committee". Nevertheless the radical Liberals knew that they would be outvoted particularly as there was no middle ground⁶. Conybeare could only warn that in future a working man "would know that no protection would be given to him and that he would give his evidence at the peril of losing the daily bread of himself and his family."

O'Connor's amendment was defeated 274 Noes to 159 leaving the original motion to be carried by 349 Ayes to 70. So at 12.10 am the directors were recalled to be admonished by the Speaker for "...a very grave and serious offence" in front of a packed House (7).

The debate was reported in *The Times* (19) and even, enjoying Maclure's embarrassment, in *Punch* (17). The issues were not simply constitutional. Working men and trade unionists were becoming increasingly politically conscious and the election later that year would return Keir Hardie, the first socialist MP, who would found the Independent Labour Party the following year. Locally there was labour unrest and union involvement amongst the miners building Stanedge tunnel as the L&NWR Co was attempting to worsen conditions (16). But whereas *The Times* devoted nine columns to the debate locally the Conservative *Oldham Standard* (15) gave only three column inches and omitted entirely the amendment to reinstate Hood. The Liberal *Oldham*

⁶ A proposal to adjourn to allow the directors time to consider reinstatement was defeated.

Chronicle (13) was scarcely more informative managing to cover the long debate in three column inches and entirely leaving out the speeches supporting Hood, with a further three devoted to the Special Report. Neither did it take the opportunity the next day in the larger Saturday edition to provide a fuller report. The *Mossley and Saddleworth Reporter* (11) covered the affair in eighteen column inches, one third of it devoted to the damning Special Report.

As an aside: this scant treatment sends out a warning on the assumed usefulness of the local press as major sources for the historian. Buckley was to be lightly treated in the press again. In 1897 an excursion filled with local children returning from Barmouth, on the Welsh, coast left the tracks near Ellesmere. Of the eleven killed ten were from Royton, fifty were injured. Poor track was again suspected. It was "...one of the most terrible of recent railway accidents..." said the *Oldham Chronicle* (14) omitting to mention that the Cambrian's chairman was a prominent local man.

The affair was finally closed five days later when Balfour, the Treasury minister, refused a proposal to allow government funds to compensate Hood (7). He never worked on the railways again. Sympathisers collected £200 which he used to buy a house in Ellesmere, where he died in 1920. Buckley continued as chairman of the Cambrian until 1900. His management style seems to have been little effected by the experience. John Conacher, the general manager had already left the company. He is described as "a ruthless professional" and to replace him Buckley appointed Alfred Aslett, "a conscientious autocrat" (9). William Bailey Hawkins stayed on to become chairman in 1905-09 to be succeeded by a returning John Conacher. After James Buckley died in 1911, leaving a substantial fortune of £210,931 (4), the mill was quickly auctioned off and the spinning machinery disposed of. The new owners were the Tanner Brothers. Buckley Bent his partner had died in 1909. His son had already left Saddleworth, becoming a market gardener near Evesham. James' son Harold, had entered the mill. The firm's managing director and next generation he had also died in 1909. So, also had in 1910 Watkin Byrom the mill manager. Neither of James' two surviving sons remained in Saddleworth and so in 1922 following his wife's death The Nook was sold to become a convalescent home in 1926. It was demolished in the 1970s and replaced by housing.

Thus there is little now left in Saddleworth as a legacy to James Frederic Buckley. That lies elsewhere. The new Liberal government quickly passed an Act protecting witnesses (1). In 2004 the Select Committee on Standards and Privileges investigated the case of Judy Weleminsky a board member of CAFCASS, the Child Protection Agency (18). Her experience was remarkably similar to Hood's⁷. She had been "invited to resign" by Lord Falconer, the Lord Chancellor and Judith Hodge, the Children's Minister after personally submitting evidence in conflict with that of her Board to a parliamentary enquiry. Refusing to resign she was suspended by Lord Falconer. He was found guilty of contempt but in this more tolerant age Falconer was let off without any punishment. The Cambrian Railways case still over a century later provided the precedent and basis for the judgement. Perhaps James Frederic Buckley might take some comfort in the fact that his embarrassment now affords some control over the excesses of unelected government ministers.

The author would like to thank Derek Hammond, Assistant Archivist, Royal Bank of Scotland for finding and providing information on Buckley at the Manchester & County Bank.

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⁷ Times change: the three cases cited since Buckley all involve the public sector. The full account is available at www.parliament.the-stationery-office.co.uk/pa/cm200304/cmselect/cmstnprv/447/44702.htm

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Edward Schofield

Cheryl Westlotorn

In early 2003 I wrote three articles on members of the Schofield family who met 'untimely deaths'. I had been studying a box of In Memoriam cards which had been handed down to me, and after reading them I was curious about some of the rather dramatic Victorian verse printed on these cards, so I decided to learn more.

[The following extracts from contemporary newspaper accounts of the death of Edward Schofield have been transcribed and edited by Mrs Westlotorn.]

ACTING-SERGEANT EDWARD SCHOFIELD

"Who was killed whilst in the discharge of his duty at the fire at Werneth Goods Station, Oldham, on the morning of March 12th 1886, aged 30 years".

*He passeth from life, to his rest in the grave
Like a flash of the light'ning, or the break of the wave,
It seems like the wink of an eye -or a breath,
From the blossom of health, to the paleness of death;*

*Whilst "comrades in arms" bear his corpse to the tomb,
There is this thought to cheer them and lighten the gloom -
He was loved best by those who knew him the most;
He perished on duty, He died at his post.*

The verse above appears on the In Memoriam card giving details of his death and also partially on his gravestone.

I started to research this event and was helped a great deal by Harold Godfrey of Royton who supplied me with a great deal of information on the Police and Fire Services of Oldham and in particular the service history of Edward Schofield.

OLDHAM STANDARD

MARCH 12, 1886

EXTENSIVE FIRE IN WERNETH

DESTRUCTION OF A GOODS WAREHOUSE - A FIREMAN KILLED - £60,000 DAMAGES

On Thursday night one of the most extensive and destructive fires which have occurred in Oldham for many years took place at Werneth, and unfortunately a fireman lost his life, whilst heroically discharging his duty. At eighteen minutes past ten o'clock the bell at the Central Fire Brigade Station run out and alarm and its well known tones soon assembled the men for duty. Instructions were issued to the brigade to be on the look out for danger. Acting sergeant Schofield of the Townfield division and PC Mallalieu of Werneth were jointly working a branch on the front of the building, when PC Mallalieu perceived the wall to be giving way, cried out, "It's coming? Run!" The Chief Constable was only a few yards away at the time. Mallalieu at once ran out of danger expecting Schofield was following him. It has not been positively ascertained whether Schofield, in hurrying from the place, stumbled or was knocked down by the debris. However a portion of the brickwork fell on him, although not completely hiding his

body, and the bricks, which were hot, were promptly removed from off his body, which was found to be dreadfully mangled, his skull being smashed and his brains scattered on the ground. The brains were collected and placed in a handkerchief. Death must have been instantaneous. The body was removed to the Hartford Inn, and Dr Leach Jnr sent for and that gentleman of course pronounced life extinct. Schofield's watch, which was damaged in the sad accident, stopped at thirteen minutes past one o'clock and this seems to be the exact hour when its owner was launched into eternity. One or two other accidents happily of a slight nature also occurred, amongst those being John Winterbottom [Oldham Chronicle says Rowbottom] the back of whose head was cut. It should have been stated that the middle portion of the gable end next to Lyon Street was the first to fall, and that Schofield lost his life by the falling of the front wall facing Featherstall Road, which subsequently gave way. This wall also fell as well as on Schofield, on the Werneth fire escape which was smashed to atoms.

ACTING SERGEANT SCHOFIELD

This officer who met with such a dreadful death whilst nobly discharging his perilous duty, was a native of Saddleworth. He joined the force on the 24th October 1877 and after serving for some time in the Central division, he was transferred to Townfield. The deceased who was 31 was a most attentive officer, assiduous in the fulfilment of his duty, and kind and agreeable with his fellow constables by whom he was held in the highest respect. A few weeks since he was promoted to acting-sergeant and he and his mother took up their residence at Townfield station. His family has undergone some dire affliction, his father having committed suicide by drowning and his brother by shooting, and now the bereaved mother has the additional misfortune of losing her only support.

LATEST PARTICULARS

To those who on Thursday night saw the block of buildings in their ordinary condition and had not heard of the catastrophe until this (Friday) morning, a visit to the neighbourhood must have caused a severe shock. At ten o'clock crowds of spectators were gathered in front of Platt's new works, at the bottom of Lyon Street, and at the entrance to the goods yard. A sad and sorrowful interest was manifested by those who were assembled at the spot where the wall had fallen upon Sergeant Schofield, whose blood was yet visible upon the bricks and other debris. Morbid curiosity may have attracted some here, but on every hand were heard eulogiums upon the deceased man, who seemed to have been a general favourite with all who knew him. As a matter of course one or two individuals of the "oldest inhabitant" type were to the fore,...

OLDHAM DAILY STANDARD

15th March 1886

During the whole of Saturday and Sunday groups of visitors from all parts of the borough and from the out-townships visited the scene of the disaster at Werneth, and great interest was evinced in the proceedings of the firemen, who are still at work playing on the smouldering cotton. On every hand expressions of regret were heard at the fatal accident which had occurred to Acting-sergeant Schofield, and as the circumstances of the affair became more widely known wonder was expressed that other fatalities had not also occurred. It was thought on Saturday morning that the judge who had been summoned to hold the inquest on the body of Schofield would visit the scene of the accident and with this in view the debris was allowed to remain in pretty much the same condition that it was on Friday. A conveyance was placed at the disposal of the jury by the chief constable, but the visit was not thought necessary either by the Coroner or the jury, and word was at once sent to Werneth that the work of clearing away could be proceeded with. The dangerous in which some portions of the walls were standing rendered it absolutely necessary for the safety of those working in the vicinity that parts of them should be pulled down, it being evident that if this course were not pursued there would be great danger of further accidents. Chains were therefore thrown over the more dangerous sections and attached

to a locomotive. Over and over again the chains slipped and snapped, but at 6.30 on Sunday evening the overhanging portion of the north eastern portion of the building near to West Street, yielded to the pressure and came down with a crash. During the progress of this work on Saturday and accident not fortunately of a very serious nature occurred to a man named Mallalieu, who resides at Failsworth. He was working close to one of the chains when snapped and struck him violently about the head. It was deemed advisable at once to convey him home, and this was done. Of course all sorts of rumours are afloat as to the cause of the fire, but the real origin of the conflagration seems likely to remain a mystery. It was thought by some that it might have been caused by some of the cotton with which the train on fire at Milnrow was laden. We have the authority of the Railway Company however for stating that this is not the case. Considerable mystification also exists as to the question of insurance, but for obvious reasons no reliable information is to hand with regard to this matter and the statements put about must be accepted for what they are worth. Mr Goodear is directing operations as to the cotton that can be saved, on behalf of Messrs Heaton & Co, fire insurance assessors and we are informed that the insurance offices have made arrangements with the railway companies to take charge of the salvage, and release it when all that has been rescued can be of any service. On Sunday noon Mr Goodear engaged 50 men to remove the cotton from the debris of the building to the open space belonging to the company at the other side of West Street.

INQUEST ON ACTING SERGEANT SCHOFIELD

On Saturday morning an inquest was held at the Globe Hotel, Huddersfield Road, before Mr F N Molesworth and a jury, of which Mr William Holland was the foreman, on the body of Edward Schofield, who met with his death while in the discharge of his duty at the fire at Werneth Goods Station. Inspector Bell of the Townfield division of the police and Sergeant Adamson were present during the proceedings. James William Schofield, 58 Helena Street, Burnley said: "I am a police constable and I am 40 years of age. The body that the jury have viewed is that of my brother Edward Schofield, who died on Friday last in Featherstall Road. He was 30 years of age last April". Mr C Hodgkinson deposed: "I am the chief constable of the borough, and chief officer of the fire brigade. On Thursday night last I was superintending the putting out of a large fire at the Werneth Goods Station of the Lancashire & Yorkshire Railway. The fire was discovered about 9.30. I got information soon afterwards...

OLDHAM DAILY STANDARD

18 March 1886

The Funeral of Fireman Schofield

On Wednesday the last sad rites were performed over the body of the late Acting Sergeant Schofield. And, if any further testimony had been needed of the esteem in which the deceased was held, and of the regret with which all classes viewed the sudden termination of his career, these would have been found amply demonstrated on Wednesday. Notwithstanding the wild and tempestuous weather, thousands of spectators assembled in the vicinity of the Townfield Police Station and lined the route through Lees. A number indeed, followed the remains of the deceased all the way to Saddleworth church, whilst others went by train. All through the streets traversed by the procession blinds were drawn down, and the public houses were closed. The funeral cortege left the house in Dickenson Street shortly after two o'clock. It was headed by a body of police, under the command of the chief constable, and a number of firemen, led by Sergeant Adamson. Next came the police band playing the solemn notes of the "Dead March" & "Saul", and immediately preceding the fire brigade tender, containing the coffin, which was covered with the Union Jack, on which were the deceased's accoutrements and a number of wreaths. A beautiful lot of flowers had been sent by Messrs Mellodew of Moorside, and wreaths had been provided by the police force, in addition to some sent by Mr John Collinge and others. The relatives of the deceased followed in three mourning coaches and a cab. The pedestrian portion of the business broke off at Lees and took the train to Greenfield, where the procession was again formed.

Our Saddleworth correspondent writes:- On reaching Greenfield the cortege was joined by a small force of the Saddleworth Police who headed the procession, which was accompanied by a large concourse of spectators. An expectant crowd lined the streets of Uppermill, and many of the tradesmen in the village put up their shutters as a mark of respect to the deceased. The band played the "Dead March" through the whole length of the village, and as the road leading up to Saddleworth Church was reached the street was crowded by a moving crowd, who followed the mournful cortege to the church which was well filled. The first service for the dead was impressively read by the curate, and the vicar (the Rev Hugh Doig) then delivered an impressive and appropriate address. He alluded to the suddenness of the death of Schofield, and to there now being but a mangled body left where days before there had been a form full of health and vigour. This showed how necessary it was to be prepared. It had been said that the greatest honour a man could have conferred on him was to die at his post; and that they all knew Schofield had done. The body was then removed to the grave, where the closing portion of the ceremony was performed. It may be stated that the grave is situated within a few yards of the final resting place of Bill's-o-Jack's and Jack's-o-Bill's, father and son, whose murder is a matter of local history. There were fully 2,000 persons present in the churchyard, and great sympathy was manifested at the untimely death of the deceased, who was highly respected in the district. The band played "The Vital Spark" over the grave. On the road back to Greenfield the four following marches were played: "Christ the Lord is Risen", "Amour Patrie", "The Punjuab", and "My ancestors were Englishmen".

THE OLDHAM EVENING CHRONICLE

FRIDAY MARCH 12, 1886

GREAT FIRE IN OLDHAM - WERNETH GOODS WAREHOUSE GUTTED A FIREMAN KILLED AND SEVERAL INJURED

Hairbreadth Escapes

Yesterday evening fire broke out in the goods warehouse at Werneth, belonging to the Lancashire and Yorkshire Railway Company, and was attended with disastrous consequences, the building and its valuable contents not only being destroyed, but one of the Oldham firemen being killed and several persons injured... shortly before eleven o'clock the flames burst through the roof, and lit up the surrounding neighbourhood as light as if it were day. Now the fire made giant strides and all hope was gone of any portion of the building being saved. The firemen who had hitherto been playing on the West Street end of the building, where the fire originated, now directed their efforts to the main part of the building... Too much praise can hardly be bestowed upon the firemen for the manner in which they stood to their work, for the night was bitterly cold, and a keen east wind was blowing. The water which had saturated the firemen's clothing was frozen, icicles hung from their helmets, they presented a very wintery appearance...

We may add that the greatest sympathy is felt for the relatives of PC Schofield who was unmarried, residing with his mother and sister. He was most popular with his comrades in the police force, and was only 28 years of age. It is but a short time since he joined the fire brigade. It has been suggested that a public subscription should be organised to which we are sure the public will respond most liberally, to assist the relatives of one who has been cut off so early in life, and who has met his death in the discharge of his duty... The walls of the main portion of the building facing Featherstall Road had shown unmistakable signs of giving way. They were bulging outward in a most alarming manner, owing no doubt to the expansion of the wrought iron beams upon which the wood flooring rested.... the main wall fell outwards with a loud crash into Featherstall Road and the men stationed near the Hartford Inn were blinded with the dust and surrounded by the fallen debris... the falling mass completely carried with it the stone wall which divided the road from the goods yard, the portion which collapsed being about eight windows long. The Chief Constable upon recovering himself from the shock cried out "Where is Schofield?" thinking more of the safety of the men under his control than his own. But alas,

where was he? Acting Sergeant Schofield of the Townfield division, occupied a position in the roadway a few yards nearer to the building than the Chief Constable, and immediately behind the boundary wall which separates the goods yard from the street, and the poor fellow, who, in a few minutes before, was in the full glow of life and vigour, was now a corpse, his brains having been dashed out by the falling building. This sad accident completely prostrated the men in the immediate vicinity from coping with the flames. Schofield, when picked up, was past identification, his features having been disfigured in a most frightful manner. In fact his body presented one mass of bruises, his legs also being broken. His body was at once conveyed to the Hartford Inn, where it was laid out. This calamity occurred at ten minutes past one o'clock, and although it is deeply to be regretted, yet it is fortunate that amore serious loss of life did not occur, for assisting Schofield were PC Mallalieu, PC M'Grath, and Robert Robinson driver of the Townfield fire engine, but they escaped with only slight injuries... the catastrophe greatly dispirited the firemen, who had the greatest respect for their dead comrade...

OLDHAM EVENING CHRONICLE

22 March 1886

The Late Acting Sergeant Schofield

Last (Wednesday) evening was set apart at the Grand Circus, Hanshaw Street, for the benefit of the relatives of the late Acting-Sergeant Schofield, when the police band appeared, and played the following selections in a highly creditable manner – “The Pirates of Penzance (Sullivan), “Tannhauser” (Wagner), and the Mlad of the Mill. The large building was crowded with an enthusiastic and respectable audience. Amongst those present we observed, Alderman Crompton (Chairman of the Watch Committee), Councillor Harrison, ex-Councillor Collinge, MrHodgkinson (Chief Constable), Inspector Bell, detective Inspector Parker and a large number of the members of the police-force. It will be a matter of great satisfaction to the relatives of the deceased to see the public so handsomely come forward to assist them pecuniary, and at the same time show their deep sympathy with them in their bereavement.

OLHAM EVENING CHRONICLE

1st April 1886

The Late Acting-Sergeant Schofield

Another mark of esteem and respect was paid to the memory of the late Acting-sergeant Schofield, who was killed at the fire at Werneth Goods Warehouse, on Friday morning the 12th inst, yesterday, when a large number of the deceased's comrades attended in worship at the Greenacres Co-operative Hall. Mrs Schofield and her family were attendees at the Congregational Church, Dorker Street, and, owing to the members of that congregation building a place of worship, for some time the services have been held in the wing of the large room of the Co-operative store, Greenacres.

At about a quarter to six in the evening some twenty-five of the members of the police force assembled at the Townfield Police Station, amongst whom was Mr Charles Hodgkinson, chief Constable, Inspectors Bell & Buckley, Sergeants Adamson (fire brigade) and Jackson. The men paraded in the yard, and at ten minutes to the hour fell in four deep. To the right of the first men was the Chief Constable, and on the left Inspector Bell, whilst Inspector Buckley walked on the right of the last four, and Sergeant Adamson on the left. As the men proceeded up Greenacres Road the street was lined with people, and at some of the corners large assemblies had taken up their station. The relatives of the unfortunate man left Townfield Police Station a few minutes before the procession, but were overtaken on the way to the Co-operative hall. The procession turned into Dunkerley Street, and upon arriving at the place of worship, fell in two

deep, and were followed into the room where the service was to be held by a great number of the public, amongst whom was Miss Hodgkinson.

The room was so crowded that part of the partition separating the wing from the great hall had to be taken down to find accommodation for the large congregation. The police sat together at the back, whilst the deceased's man's relatives sat about the middle of the room. The service was conducted by Mr Nicholson, of Manchester, and was in every way appropriate to the occasion, and was a most touching one. The text was contained in the tenth chapter of St Mark's Gospel, 46th verse, to the end of the chapter. Mr Nicholson, in the course of his sermon. And when speaking of the miracles of Christ, called the attention of his hearers to the raising of the widow's son to life. He went on to say that there were many widows who had mourned the loss of their sons. There had been a case a few days ago when a young man in the prime of his life was snatched away, leaving a mother to mourn his loss. One of their number had gone, never to be seen again upon this earth, but Christ exclaims "One more with me". When would their time come, for "the wages of sin is death". Let them stand firmly at their post awaiting the summons which would call them to a heavenly abode. "O death, where is thy sting? Oh! Grave, where is thy victory?"

Edward Schofield was born April 1855, the son of William & Mary (nee Milns) Schofield of Greenfield. He is buried in the lower graveyard at St Chads along with other members of his family, the verse above is inscribed on the gravestone.

Edward's name is included in the 'National Roll of Honour of Police Officers and Fireman who have died on duty'. He also received a brief mention in a publication entitled "999 and all that" by Denis Taylor.

Just three years earlier Edward's brother Alfred had committed suicide.



The Closure of the Colliers Arms Mossley

Eric Roberts



It is with much sadness that many people view the closure of one of Mossley's oldest public houses: the Collier's Arms. This inn, that stood in the shadow of Hartshead Pike, and the winding lane of approach to the hostelry, offer a hint to the history of the place. Hartshead rises amongst the line of the Pennine foothills which form the group – its height is actually no more than 925 feet, whereas its neighbour to the immediate north-east, Brown Edge, reaches 1008 feet at its highest point. The Collier's Arms, like many other ancient pubs was part and parcel of a day-to-day working farm.

Well over 150 years ago the Inn was now as Anne Cresswell's though there is little doubt how the Inn got its name for it catered almost exclusively for the coal miners who mined Hartshead Colliery in a bygone age, another such Inn at Bardsley was called the Black Diamond. In Broadcar they say the pit was in 'full go' in 1883 and refreshment was provided in 'Mine Host' by a little known inn known as Broadcar Ale House soon to be demolished to make way for the original Colliers Arms run by Ann Kenworthy. Robert and William Kenworthy were carriers and sold ale from the farm building, other licensees were J. Barlow of the Marland family and a local Parish Counsellor Edward Hunt, although the Mills family have been at the premises for several decades.

It must have been thirsty work down the mines for, between 1871 and 1879, a country census revealed that beer consumed, per head of population, per annum was a massive 32.5 gallons. Whereas a similar census taken between 1935 and 1940 shows the figure to be a more modest 17.5 gallons, a decrease of two thirds.

The coal mined at the Broadcar pit was reputed to be very slow burning. There is a local story of a Hartshead family preparing to go on holiday, when Mum says 'what shall we do about the fire', to which the father replies: 'Chuck a cob of Hartshead on it, and it'll be in when we come back'.

Coal from the pit at Broadcar was carried down the hillside to the surrounding village, loaded in panniers strapped to the back of donkeys.

Until the early 1980s the beer was 'pulled' straight from the wood and was always in 'good fettle'. In a field at the rear of the premises the late Charlie Mills (Landlord) pointed out to me what he believed to have been a cock-fighting pit a circular 30 foot arena. Cock-fighting is now a thing of the past, though whispers of its survival – particularly in remote countryside locations – are still heard. There are many historical records to show us that Cock fighting and bull baiting, two very cruel sports, were taking place regularly in the area throughout the nineteenth century.

One of the pub's oldest customers was a Gipsy Reyner, an enormous woman, always dressed in a bonnet and shawl, who sold packets of nuts to the customers at the Colliers, the Pack Horse and the Hare and Hounds, on Luzley Road.

The closure is a sad day, another piece of history bites the dust.

STOLEN FROM YORKSHIRE – THE SADDLEWORTH MILESTONES

Saddleworth has a unique claim to fame, but I suspect few of you realise what it is. Readers of this magazine may not know that Saddleworth has probably the highest density of milestones in their original positions in Yorkshire. Yorkshire has the highest number of milestones of the counties of England. This could mean that Saddleworth is the best place in the world to see milestones!

My original article for the Milestones Society of Great Britain¹ goes into great detail of the history and geography of Saddleworth which I will not repeat here, except to remind readers to include the lower division of Quickmere around Mossley, which was grabbed in 1866/7.

The Milestones Society was formed in 2001 to encourage the study and preservation of milestones, but members have interests in all forms of street furniture. I recently joined them to discover that the treasures of Saddleworth were almost unknown to them!

Prior to turnpikes, roads were repaired by local people on a somewhat pot-luck basis. The Turnpike Act of 1706² brought the first Trustees. Trans-Pennine routes were some of the first. As the map shows Saddleworth was relatively early. Milestones were optional up to the General Turnpike Act of 1767, but the Act required milestones to be placed every mile. Yorkshire had Long Miles; so some stones may have been placed at 2428 yards apart, not 1760. All these early mile markers were certainly stones, but cast iron proved more durable and was used after about 1850.

The original track of the Stanedge turnpike was through High Moor & Thurston Clough but it changed to through Wall Hill and New Delph in about 1790. Luckily some of the milestones were moved, or used elsewhere and hence preserved. The Brayshaw & Booth posts (which are very common in Yorkshire) have no date, and are probably from about 1900, erected by Yorkshire County Council.

I have included a few important boundary markers on the map. These are not really relevant to milestones and were probably erected around 1900, but I would appreciate any more information on them.

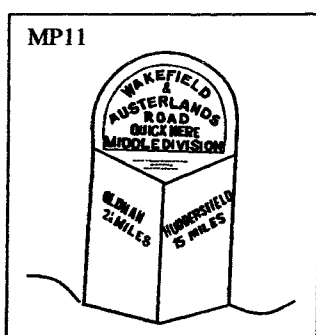
The borders of Saddleworth are defined by the borders of the four meres. These are necessary for milestone enthusiasts to know about as only one milepost mentions Saddleworth; all the others mention Quickmere, Shawmere, Friarmere and Lordsmere. The meres came together in the 16th century, and disappeared in 1974. The boundaries of the meres are shown on the geographical map. I have yet to extract the division boundaries; but the mere boundaries were easily be found by studying the Booklet of Saddleworth Maps³. The Delph walk leaflet is very informative too⁵.

For such a small area (less than 8 miles by 8 miles), Saddleworth has an amazing quantity and quality of milestones (7), mileposts (23) and mileplates (2). These figures do not include any on the canal. The reason for the density is the large number and diversity of turnpikes. We could have had more; the Delph road from Grains Bar

has none, but should have had some. Ammon Wrigley⁴ sheds a great deal of light on the history of the roads in his book, but you do have to go chasing through the pages! The journals of this Society tell a lot about them too.

MILEPOSTS (MP01-MP23)

Mileposts are mile markers not wholly composed of stone. The majority of Saddleworth milemarkers were made by Brayshaw and Booth of Liversedge (c1875-c1920). They are currently mostly in a rusty condition. They were probably installed by Yorkshire County Council between 1897-1906. The only written indication of the installation date of these, is that the Wall Hill stone shown is the old one in the old position on the 25" Ordnance Survey of 1890; but is correctly shown on the 1906. It is missing from today's! Whilst on the subject, several are missing from the Ordnance Survey, but they have invented one at New Delph. Only one currently marked is totally missing, just north of Denshaw.



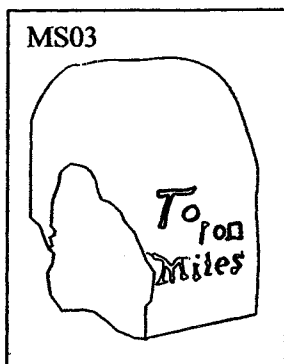
Although the Ordnance Survey calls them MS and MP at random, all the posts are standard Yorkshire issue Brayshaw and Booth. The maker is normally easy to see on the nearly horizontal part. Most are very rusty and sinking into the ground, but easy to read/photograph. They were clearly not all ordered at the same time, as sometimes the road name is squeezed round the top semicircle; but sometimes it takes another line. There is no evidence of re-siting, and the majority obey the rule of having the towns on the same side

of the post as the destinations, but some may have crossed the road. There are two that only exist as a curved stone with the two fixing holes. A few have lost the base with the destinations on, and one has been smashed to leave a quite menacing eagle's beak! They are all shown on the roads map.

MILESTONES

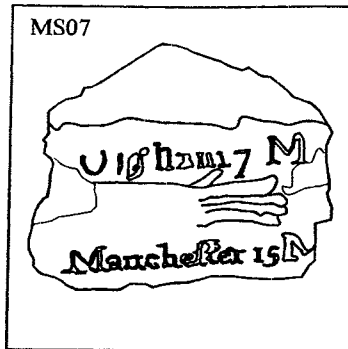
There are seven, and I am grateful to the Saddleworth Historical Society⁷ for finding at least three of them for me! They are all fascinating in their own rights individually and some of the oldest in Britain. I refer to them by my map reference.

MS01 (SE 0006 0748) An early stone of the Delph bypass version of the Wakefield and Austerlands turnpike c1793. In excellent condition with the added inscription of 1135 yards added later. The Saddleworth Historical Society suggests that this was to correct for long miles, but my theory is that it was moved during the re-routing of the Turnpike. It is on the A56 just north of New Delph cricket pitch.



MS02 (SD 9915 0795) An early stone of the steep hills version of the Wakefield and Austerlands Turnpike of c1740. In poor condition. The Saddleworth Historical Society found it as a gatepost², and the Austerlands Villagers had it re-erected to mark the start of Yorkshire on the Turnpike! It is now at the base of the mill chimney.

MS03 (SD 9973 0603) An early stone of the Oldham and Standedge turnpike. (Standedge before c1800!) It was found in poor condition during recent building work and was re-erected by the builders in almost the correct spot according to the first edition of the 6" OS (as seen on www.old-maps.co.uk). It is semicircular in plan and badly chipped on the front, but MILES is very clear and both the "To"s are clear if you brave the prickly hedge. Just north of Uppermill Square.



MS04 (SD 9723 5001) An early stone of the Stockport and Ashton turnpike extension to New Houses c1740. In good condition apart from having Mossley chipped off for WW2. Since all the known Ashton milestones have Mossley hacked off, but none "New Houses", presumably Hitler was

thought not to have benefited by knowing where they were! In the wall of the end house of Polar Avenue.

MS05 (SD 9741 0635) An early stone of the steep hills version of the Wakefield and Austerlands turnpike c1740. In poor condition, but preserved as part of a wall near the stile. Being turned on its side has done it no good; but at least it is preserved, and the Saddleworth Historical Society⁷ reckon not far from its original position. The distance to Huddersfield is missing (perhaps 15), but the Oldham distance is a mysterious backwards 3. On Thurston Clough Road near Doctor Road.

MS06 (SD 9925 0420) This stone is one of three things, it is either the end of the Shaw Hall Bank branch of the Stockport and Ashton road. Or it is the beginning of the Frenchies and Shaw Hall extension of the Greenfield and Shepley Lane Head turnpike. Or is it the Staley Trust road end? At the north end of Shaw Hall Bank Road.

MS07 (Saddleworth Museum Uppermill) The triangular guide stoop or waymark mentioned in Crump⁹ is now in Uppermill Museum. A very informative plaque explains the inscriptions on the stone and tells that it used to be mounted on a 7ft high stone pillar in a field near the junction of Huddersfield Road and Harrop Edge Lane, near the Horse and Jockey Inn. The triangular head had been detached for many years and rested on a field wall. The style of the hands represented does suggest an early relative of Mr Blobby was used as a model!

WALLPLATES

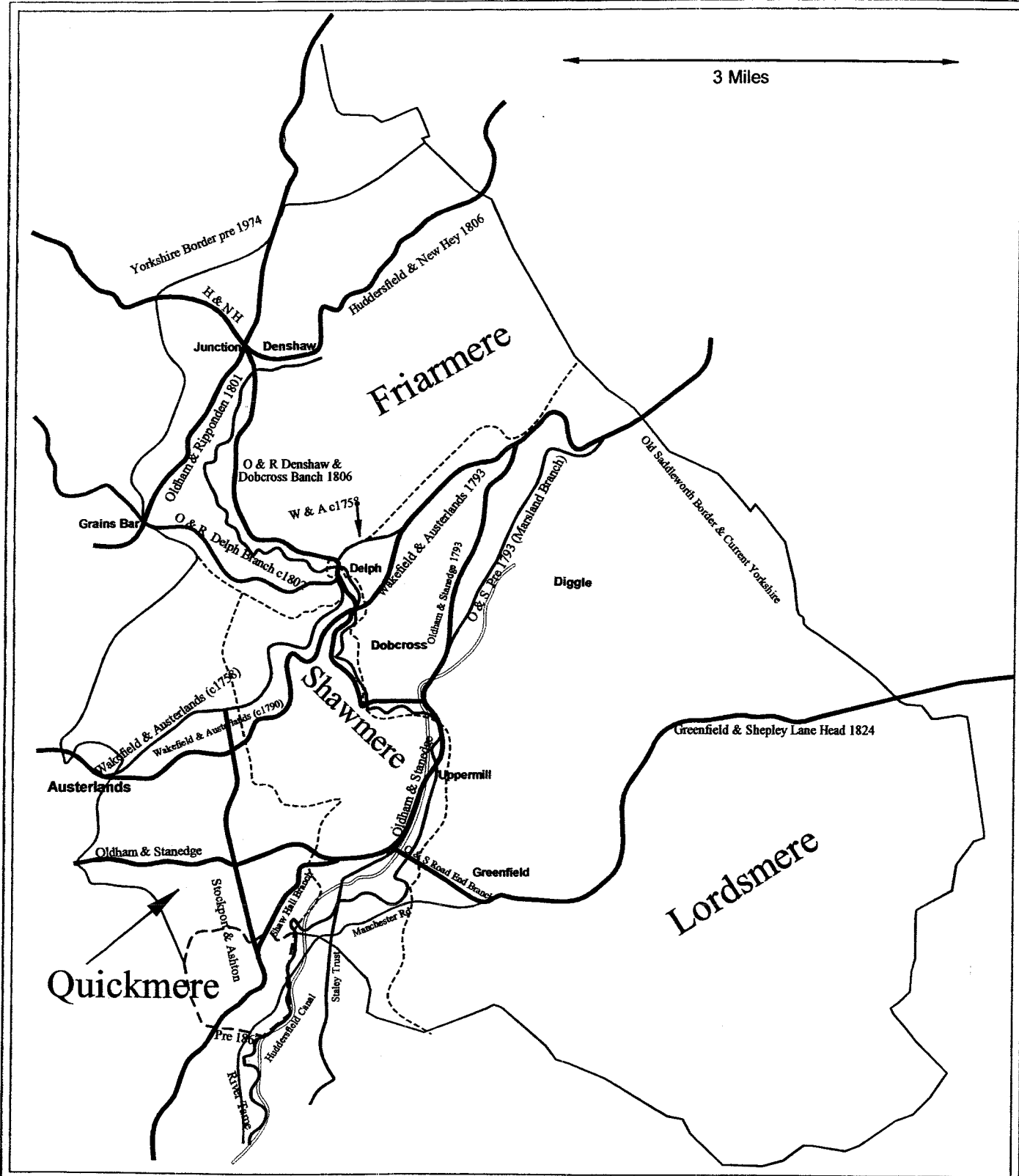
Uppermill does not have Brayshaw and Booth's common mileposts, it has two magnificent wall plates. These were designed to go on narrow pavements, but why these two in particular qualify in that way is a mystery to me. The smaller and less well preserved is on the hill out towards Greenfield (near the dentist), but the better is that at Wool Road. This is truly impressive and thanks to the re-opening of the Huddersfield Canal is now re-mounted and in excellent condition. Near Wool Road Transit Shed.

REFERENCES

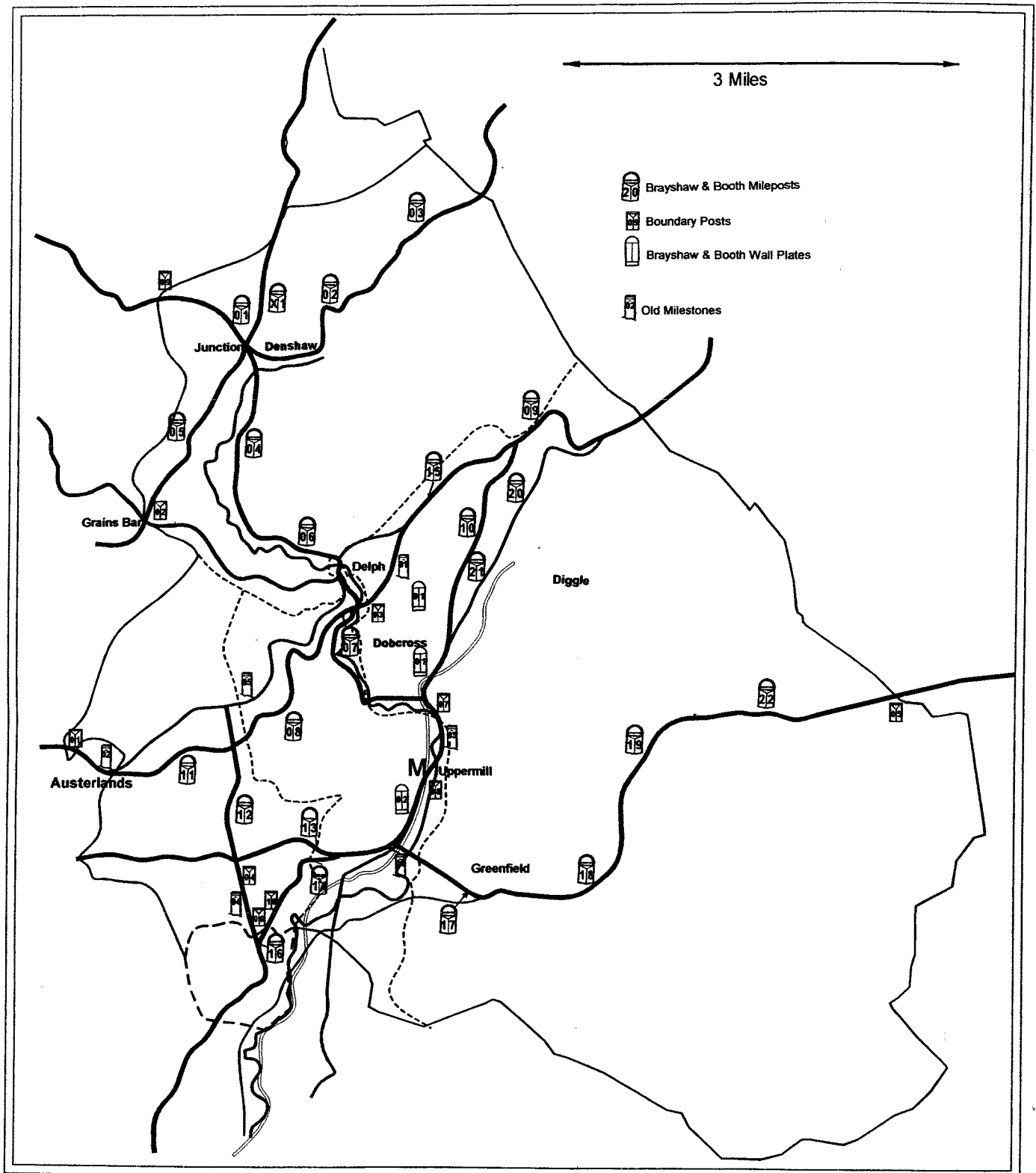
- 1 Yorkshire Newsletter of Milestones Society November 2004
- 2 "Marking the Miles" Carol Haines Privately Published 2000 p17 on.
- 3 "Saddleworth Surveyed" SHS 1983 pp 103-127
- 4 "Annals of Saddleworth " Ammon Wrigley reprinted 1979 pp 21-50
- 5 "Local Interest Trail No 7" SHS 1994
- 6 SHS Bulletin Vol 28/1 pp 9-11
- 7 SHS Bulletin Vol 29/1 pp 8-11
- 8 "Milestone on Austerlands Wakefield Turnpike" SHS Bulletin Vol 1/3 pp13/14
- 9 "Huddersfield Highways down the ages" W. B. Crump (1949 reprinted 1988)

Chris Marcus (great-grandson of Delph grocer/carrier John Hepworth)

Saddleworth Geographical Map



Saddleworth Milestone Map



Number	Grid Reference	Maker	Date	Condition	On Ordnance Survey?	Route	Front / Top Marking	Left Side	Right Side
BS01	SD95450577		1900?	Good	N	A62		LANCASHIRE/ LEES U D (Yorkshire Boundary Marker)	YORKSHIRE W R
BS02	SD96250857		1900?	Good	N	A672		CROMPTON Local BOARD (Yorkshire Boundary Marker)	FRIARMERE
BS03	SD98800750		1900?	Good	N	A62	BOUNDARY	Lords Mere / M D	Shaw Mere / U D
BS04	SD973043		1900?	Good	N	A6050	BOUNDARY	SPRINGHEAD / URBAN DISTRICT	SADDLEWORTH / URBAN DISTRICT
BS05	SE0530625		1900?	Good	Y	A635	BOUNDARY	AUSTONLEE (Yorkshire Boundary Marker)	SADDLEWORTH
BS06	SD97400380		1900?	Good	N	A6050	BOUNDARY	COUNTY OF / ##### (Yorkshire Boundary Marker)	COUNTY OF / ##### / HUNDRI BOROUGH OF / #####
BS07	SD997063		1900?	Good	N	A670	B / U L B / BOUNDARY		
BS08	SD995054		1900?	Good	N	A670	A / U L B / BOUNDARY		
BS09	SD96401118		1900?	Good	1840	A640		MILNROW Local BOARD (Yorkshire Boundary Marker)	FRIARMERE
BS10	SD97670379		1900?	Good	N	A670	BOUNDARY	COUNTY OF / ##### / HUNDRED / BOROUGH OF / ##### (Yorkshire Boundary Marker)	COUNTY OF / ##### / #####
MP01	SD97301070	Brayshaw & Booth	1880?	Average	2004	A640	HUDDERSFIELD & NEW HEY ROAD / FRIARMERE	HUDDERSFIELD / 13 MILES	ROCHDALE / 6 MILES
MP02	SD98351100	Brayshaw & Booth	1880?	Average	2004	A640	HUDDERSFIELD & NEW HEY ROAD / FRIARMERE	JUNCTION / 1 MILE / ROCH(DALE)	HUDDERSFIELD / 12 MILES
MP03	SD99651023	Brayshaw & Booth	1880?	Rusty	1840 2004	A640	HUDDERSFIELD & NEW HEY ROAD / FRIARMERE	HUDDERSFIELD / 11 MILES	JUNCTION / 2 MILES / ROCHDAL
MP04	SD97350947	Brayshaw & Booth	1880?	Top Plate Only	2004	A6052	OLDHAM / & / RIPPONDEN / ROAD / FRIARMERE		
MP05	SD98800950	Brayshaw & Booth	1880?	Top Plate Only	1840?	A672	OLDHAM & RIPPONDEN / ROAD / FRIARMERE		
MP06	SD98030820	Brayshaw & Booth	1880?	Average	2004	A6052	OLDHAM / & / RIPPONDEN / ROAD / FRIARMERE	DELPH	RIPPONDEN
MP07	SD98640746	Brayshaw & Booth	1880?	Average	1840 1890 At SD982068 1906 At Present Position	A62	WAKEFIELD / & / AUSTERLANDS / ROAD / SHAWMERE / UPPER DIVISION	HUDDERSFIELD / 13 MILES	OLDHAM / 4½ MILES
MP08	SD97830623	Brayshaw & Booth	1880?	Average	2004	A62	WAKEFIELD / & / AUSTERLANDS / ROAD / SHAWMERE / UPPER DIVISION	HUDDERSFIELD / 14 MILES	OLDHAM / 3½ MILES
MP09	SE00870958	Brayshaw & Booth	1880?	Average	2004	A62	WAKEFIELD / & / AUSTERLANDS / ROAD / SADDLEWORTH	HUDDERSFIELD / 11 MILES	OLDHAM / 6½ MILES
MP10	SE00130826	Brayshaw & Booth	1880?	Average	2004	A670	OLDHAM & STANEDGE ROAD / LORDSMERE		MANCHESTER / 13 MILES / ASHTO MILES / STALYBRIDGE / 14 MILI HUDDERSFIELD 15 MILES
MP11	SD96470563	Brayshaw & Booth	1880?	Average	2004	A62	WAKEFIELD & AUSTERLANDS ROAD / QUICKMERE / MIDDLE DIVISION	OLDHAM / 21½ MILES	
MP12	SD97230503	Brayshaw & Booth	1880?	Average	N	PLATTING RD	STOCKPORT & ASHTON ROAD / QUICKMERE L.D.	MANCHESTER / 10½ MILES / ASHTON / 4½ MILES / UPPERMILL / 2½ MILES / MOSSLEY / # MILES	HUDDERSFIELD 15 MILES

MP13	SD98250448	Brayshaw & Booth	1880?	Average	2004	A669	OLDHAM & STANEDGE ROAD / SHAWMERE L.D.	HUDDESFIELD / 15 MILES / HOLMFIRTH / MANCHESTER / 10 1/4 MILES / OLDHAM / 11 1/2 MILES / UPPER MILL / 1 1/4 MILES
MP14	SD98200440	Brayshaw & Booth	1880?	Average	2004	A670	STOCKPORT & ASHTON ROAD / SHAW HALL / BRANCH / SHAWMERE L.D.	HUDDESFIELD / 15 MILES / UPPER MILL / 11 1/4 MILES / ASHTON / 11 MILES / MOSSLEY / 1 1/2 MILES
MP15	SD99650875	Brayshaw & Booth	1880?	Top Plate Only		A62	WAKEFIELD & AUSTERLANDS ROAD / SADDLEWORTH	
MP16	SD97570347	Brayshaw & Booth	1880?	Stone Only	N	A6050		
MP17	SE00030406	Brayshaw & Booth	1880?	Average	2004	A669	OLDHAM AND STANEDGE ROAD / ROAD END / BRANCH / LORDSMERE	OLDHAM / 4 1/4 MILES / GREENFIELD 1 1/2 MILE
MP18	SE01580417	Brayshaw & Booth	1880?	Average	2004	A635	GREENFIELD & SHEPLEY / LANE HEAD / ROAD / LORDSMERE	GREENFIELD / 1 1/2 MILES
MP19	SE02100563	Brayshaw & Booth	1880?	Rusty	2004	A635	GREENFIELD & SHEPLEY / LANE HEAD / ROAD / LORDSMERE	HOLMFIRTH / 8 MILES / BARNLEY / 22 MILES
MP20	SE00850893	Brayshaw & Booth	1880?	Rusty	2004	A670	OLDHAM & STANEDGE ROAD / MARSLAND / BRANCH / LORDSMERE	HUDDESFIELD / 11 MILES
MP21	SE00060798	Brayshaw & Booth	1880?	Average	2004	A670	OLDHAM & STANEDGE ROAD / MARSLAND / BRANCH / LORDSMERE	MANCHESTER / 13 1/2 MILES / ASHTON / 7 MILES / STALYBRIDGE / # MILES
MP22	SE023480611	Brayshaw & Booth	1880?	Stone Only	2004	A635		
MP23	SE34800610	Brayshaw & Booth?	1880?	Stone Only		A62		
MS01	SD99150795		1780?	Very Good	1840 2004	A62	/1\	to / huddersfield / 12 miles
MS02	SD95900555		1780? / 1982	Just Legible	1840	A62	to hud / derfield / 15 miles	to man / chefter / 10 miles
MS03	SD99730603		1780?	Semicircular With Front Chipped Coif		A670		to / huddersfield / 14 m (iles)
MS04	SD97495001		1780?	DEFACED		A6050	TO / ##### / 4 MILES / TO / NEW / HOUSES / 1 1/4	
MS05	SD97303830		1740?	Used As Capping Stone Near Position	N		Thurston Clough Road	To Oldham 2 / Miles
MS06	SD98250470		1800?	Average	N	B6175 / A669	SHAW HALL BANK ROAD / LOWER DIVISION OF / SHAW MERE	
MS07		Triangular Waymark	1750?	Average	N	Uppermill Museum	First Side: Marsden 4m / Huddersfield 11m	Second Side: Ashton 8m / P. 1750 / Stockport 16m
WP1	SD99660663	Brayshaw & Booth	1880?	Excellent	N	A670	OLDHAM & STANEDGE / ROAD / LORDSMERE	HUDDESFIELD / 13 MILES
WP2	SD99470540	Brayshaw & Booth	1880?	Average	N	A670	OLDHAM & STANEDGE ROAD / LORDSMERE	HUDDESFIELD / 14 MILES / UPPER MILL / 1 MILE
X1	SD97701000	Brayshaw & Booth?	1880?	Not Found	1840 2004	A627	(HALIFAX 13/ OLDHAM 3 / MANCHESTER 12)	MANCHESTER / 12 1/4 MILES / ASHTON / 6 1/4 MILES / STALYBRIDGE / 5 1/4 MILES / MOSSLEY / 1 1/2 MILES / UPPER MILL / 1 1/2 MILES / MANCHESTER / 11 1/2 MILES / ASHTON / 11 MILES / STALYBRIDGE / 5 1/4 MILES / MOSSLEY / 2 1/2 MILES

Current Society Publications

Books

Saddleworth Villages, illustrated with sketches by Geoff Toms, text by Saddleworth Historical Society Members. Price to Society members £14.95 to Society Members.

Saddleworth From the Air by Professor Barri Jones. £12.50

Saddleworth 1914-18: The Experience of a Pennine Community During the Great War by K. W. Mitchinson. Soft back £5.00, hard back £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 in 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 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

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Walks around Saddleworth illustrated with notes on local history and landscape. £1.20 each.

1. Delph, Heights and Grange
2. Uppermill
3. Greenfield
4. Huddersfield Narrow Canal
5. Grasscroft
6. Denshaw

7. Delph
8. Lydgate and Grotton
9. Dobcross
10. Diggle
11. Castleshaw

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Lees
Oldham East
Lydgate

Churchyard Plan: The Old Graveyard at Saddleworth Church. £1.80

Churchyard Plan: The Lower Graveyard at Saddleworth Church. £3.00

Street Guide to Saddleworth: An A5 Comprehensive Street Map of the Area. £2.00

Microfiche

Delph Wesleyan Chapel: Baptisms £5.00

Wrigley Mill £4.00

Pamphlets

An 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 by post, adding 20% for postage and packing, from the Society's Publications Officer: Mr Graham Griffiths, 6 Slackcote, Delph, Saddleworth, Yorkshire OL3 5TW.

Many of the Society's Publications can also be purchased, at a retail price which may be different from those listed here, in the Saddleworth Museum Shop.

SADDLEWORTH WORKERS' EDUCATIONAL ASSOCIATION

The Committee are currently planning our programme for September 2005 and January 2006.

We hope to run the courses below :-

Mondays: The Psychology of Memory & Aggression, tutor Anne Buckley; September 05

Mondays: History of Seaside Resorts of Northern England and North Wales
tutor Michael Fox; January 06

Tuesdays: Antiques, tutor Denis Paige; September 05 and January 06

Tuesdays: Introduction to Genealogy, tutor Jean Sanders, Sept 05 and January 06

Thursdays: Early Canals and Railways in North West England, tutor Ian Moss, Sept.05

Thursdays: Egyptology, tutor Victor Blunden, Sept 05 with possible extension

All classes last 10 weeks in each term except Genealogy which will be for 5/6 weeks each term

Further details will be in the next Bulletin

A DAY SCHOOL ON SATURDAY 21st MAY 2005, 9.30 to 4.30 p.m.
THE VILLAGE HALL, DENSHAW

FROM MONASTERY TO MOTORWAY; 750 YEARS OF DENSHAW HISTORY

SPEAKERS: ALAN PETFORD, MIKE BUCKLEY, NEIL BARROW, MICHAEL FOX

This dayschool will explore the history of a Pennine settlement from its Mediaeval origins to the 20th century by a series of presentations and workshops.

Student Fees: £15 including concessions

A booking form is available, please ring either Kath Walls on 01457 876276 or Dorothy Latimer on 0161 633 3205

A DAY SCHOOL ON SATURDAY 11th JUNE 2005, 9.30 to 4 p.m.

CANAL WORKSHOP AT SADDLEWORTH MUSEUM, UPPERMILL

There will be two tutors, who will talk, demonstrate and guide students on the art of ropework and painting, canal boat style. Everyone is welcome
There may be a small charge for materials.

Student fees: £10 including concessions

A booking form is available, please ring either Christine Barrow on 01457 874985 or Dorothy Latimer on 0161 633 3205

Any profit from this dayschool will be donated to Saddleworth Museum

SADDLEWORTH HISTORICAL SOCIETY NEWSLETTER
SPRING 2005

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The road from top of Austerlands that swings out to
the east,
Where is there another road half so good for man
and beast ?
Half so good for lusty tramping for an ailing man,
to find
A way to make him hearty and sound in limb and
wind.

from The Scouthead Road.
Ammon Wrigley.

The lecture programme continued into February with Neil Barrow's fascinating slide show and account of old Saddleworth with the intriguing title of 'Luke Allott won the Sack Race in 1881.' Neil provided a most detailed account of the families in Saddleworth and their houses in the villages and it created an atmospheric image of life in the 19th century. The title of the lecture was taken from 'Saddleworth Chronological Notes from 1200-1900' by Ammon Wrigley. Luke Allott's athletic endeavours took place at the Bill's o'Jack's Wakes Sports in 1881.

Another extract from Ammon Wrigley's Chronological Notes which is worthwhile noting is:- 1880. A ghost terrified half the people in Dobcross. It kept peeping over the churchyard wall at night. Women screamed and the men 'hopped it' into the Woolpack.

On Wednesday the 23rd March, 05, we enjoyed the Bernard Barnes Memorial Lecture - 'Halifax: The Evolution of a Pennine Townscape' which was given by Dr. John A. Hargreaves who re-told its medieval and industrial heritage centering on the spectacular spire of the Parish Church created by Gilbert Scott the renowned architect and the wealth provided by Crossley Carpets and the McIntosh Toffee firm, indeed in the past it became known as Toffee Town because of the numerous firms manufacturing caramels.

The next lecture is on Wednesday the 18th May, 05 'Cricket in Saddleworth c1850-1950', to be given by Dr. Peter Davies.

All lectures are held at the Museum, High Street, Uppermill, and begin at 7.30 pm.

SOCIETY COACH TRIP - SATURDAY 16th JULY, 05 - see next page.

THE CITY OF LANCASTER

SOCIETY COACH TRIP SATURDAY 16th JULY, 05

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The venue for the Summer Coach Trip is THE CITY OF LANCASTER and full details are to be found at the end of the newsletter together with a Booking Slip which should be forwarded before the 30th June, 05.

Visiting Lancaster Castle, The Priory Church, The Judges' Lodgings, The Cottage Museum

The Award Winning Maritime Museum, Williamson Park and The Assembly Rooms.

The coach will leave Uppermill Square, near the Turning Circle at 9.30 am.

Price £8.00 or £10.50 which includes tour of Lancaster Castle

Cost of entry to places except the Castle will be available on booking.

Contact Mrs. E. Broadbent, on 0161 785 8268 with any queries.

FORTHCOMING EVENTS AT THE MUSEUM

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In April the Museum is staging a Delph Donkey Exhibition to mark the 50th Anniversary of the closing of the railway line. This very special little railway ran from Delph to Oldham for nearly 70 years. If you have any artefacts relating to the railway we would be pleased to hear from you. Please contact Peter Fox on 01457 874093

Coffee Morning & Boutique	2nd Wednesday of each month
Farmers' Market.	2nd Sunday of each month.
Friends' Spring Auction.	Tuesday 19th April, 05. (Viewing from 7.00 pm)
Coach Trip to Ulverston.	Thursday 21st April, 05 Contact Museum
Plant & Home Made Sale.	Sunday 22nd May, 05. 11.00 am to 4.00 pm
Annual General Meeting.	Tuesday 7th June, 05. 7.30 pm
Coach Trip to Ormskirk & Martin Mere.	Thursday 7th July, 05. Contact Museum
The Beer Festival.	Friday 2nd September & Saturday 3rd September, 05. 7.30 pm
Sunday Lunch.	Date to be agreed.
A Saddleworth Quiz.	Date to be agreed.

The organisers of the PLANT & HOME MADE SALE are appealing for gifts of plants and home made goods for this increasingly popular event.

ART GALLERY EXHIBITIONS.....

Imogen Clarke.	7th March - 17th April, 05
Oldham Photographic Society.	19th March - 17th April, 05
Saddleworth Male Voice Choir - Art Exhibition.	23rd April - 22nd May, 05

MUSEUM OPENING TIMES: Monday to Saturday 10.0 am to 5.00 pm
Sunday 12 noon to 5.00 pm

SADDLEWORTH CIVIC TRUST: Forthcoming Events.

- Thursday 12 May, 05 7.30 pm. Saddleworth Museum.
'Building Preservations Trusts' A presentation by John Miller
Director of the Heritage Trust for the North West.
- Saturday 21st May, 05 9-30 am - 4.00 pm Denshaw Village Hall.
'From Monastery to Motorway' - 750 years of Denshaw History.
Day School by Mike Buckley, Alan Petford, Neil Barrow,
Michael Fox.
- Sunday 22nd May, 05 Meet at Denshaw Village Hall. 1.30 pm
Heritage Walk - Denshaw.
2-3 hours walk, stout shoes recommended led by
Alan Petford & Mike Buckley.
- Thursday 30th June, 05 7.30 pm Saddleworth Museum.
'Our Restoration work at the Lion Salt Works, Northwich'
Illustrated talk by a member of Andrew Fielding's project team.

To join the Saddleworth Civic Trust apply to the Hon. Secretary, Mrs. Loma Gartside,
Hollingreave Farm, Holly Grove, Dobcross, Saddleworth. OL3 5JQ.
Tel. No. 01457 873195 £5.00 Single Membership.... £7.00 Family.

MEMBERSHIP SECTION.

We welcome a good many new members to the Society and have pleasure in recording their names below:

Mr. Andrew E.W. White, Clapham, London.
Mrs. Alma Clark, Waterhead, Oldham.
Mrs. Denise Armitage, Holmfirth.
Mr. & Mrs. Nigel Beaumont-Rydings,
Mrs. P. Russell & Mr. M. Hall, Newmarket.
Mr. Lewis W. Cowen, Poynton.

Mrs. Barbara Daniels, Austerlands.
Mr. & Mrs. Maurice Farrand, Uppermill.
Mrs. Eileen Halkyard, Taunton.
Mrs. Carol Hogben, Greenfield.
Mrs. Susan McLintock, Burnham, Bucks.
Mr. David Whitehead, Pickering.

Mr. A.E.W. White, of 116 Rodenhurst Road, Clapham, London. SW4 8AP.
020 8674 9424, informs the Society that his maternal grandparents were Wilfred Rhodes a
decendent of the Rhodes family of Deanhead and Lily Brierley, the daughter of Ben Brierley
of Holly Grove, who was a leading Saddleworth JP and Councillor and very much involved
with the Methodist Church in Uppermill. He has been given considerable help by Mrs.
Enid Beattie on the Rhodes, but wishes to contact anyone with his Brierley connections.

Mrs. Maurice Farrand is researching the Allott family James in 1886 owned a firm
Tamewater Mills, Dobcross New Road, manufacturing, blankets, Union Shirtings, Plain and
Fancy Flannels, which eventually became a CWS Mill. Also the Allotts owned a Dye Works
in Uppermill.

Mrs. P. Russell and her brother Mr. Michael Hall, are researching the Hall family and if any member has an interest will they contact Mrs. E. Broadbent on 0161 785 8268. Also her family connections are with the Gartside, Buckleys and Reads.

Mr. David Whitehead is researching the Whiteheads and Broadbents, Ann Broadbent married John Whitehead born (Marsden or Almondbury) in Saddleworth, they had children Julia Hannah (Julianna later), James Edward b 1863, Elizabeth, John L., Clara, Thomas B and Alice

. James Edward Whitehead was Mr. David's grandfather. Please contact 01751 475744

MEMBERSHIP SUBSCRIPTIONS. 2005

Although we have received a good response to our notification for this year's membership subscriptions there are still some outstanding. A reminder has been placed in this copy of the Bulletin and we shall be pleased to receive your cheque as soon as possible. Your membership is greatly appreciated.

Family Membership.....	£14.00	Single Membership.....	£12.00
Retired Family & Single.....	£ 9.00	Student	£ 9.00
Overseas.....	USA & Canada £15.00 or 40 dollars.		
	Australia ' & New Zealand..... 40 dollars.		

Cheque made payable to Saddleworth Historical Society and forwarded to

Mrs.E. Broadbent, Pastures Farm Flat, Back o'th' Low Road, Strinesdale, Saddleworth, Yorks.
OL4 3SG

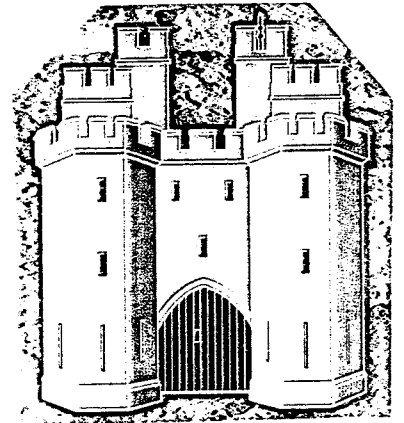
Tel. No. 0161 785 3268

J. Hindle April, 2005

SADDLEWORTH HISTORICAL SOCIETY

SUMMER COACH TRIP SATURDAY 16th JULY 2005

THE CITY OF LANCASTER



There are many places of interest to visit in Lancaster, most of them in an easily accessible area.

We are not setting a fixed programme as this will allow you to visit the places of interest to you. Some are listed below.

Lancaster Castle, est. 1093 with guided tours of the dungeons, crown court, hanging corner and the Shire Hall. This tour has to be prebooked at a cost of £2.50 per person. If you wish to join the tour, please indicate on the booking form and include the £2.50 in your cheque amount.

The Priory Church, founded in 1094

The Judges' Lodgings, a grade 1 listed building, furnished with Gillow furniture, paintings and a section showing a journey through childhood.

The Cottage Museum, a small furnished house evoking the life of an artisan's family in 1825.

The award winning Maritime Museum in the 18th century riverside custom house which displays the growth of the port of Lancaster is easily reached via a short walk through the River Lune Millennium Park, where there are remains of a Roman Bath House.

Williamson Park with the Ashton Memorial is located on the edge of the City centre, with its panoramic views, butterfly house and bird enclosure reached through landscaped parkland.

The Assembly Rooms built in 1758 houses a thriving antiques and collectors market.

There are cafes at The Priory Church, Judges Lodgings Museum, Williamson Park as well as many others in the streets nearby.

A list giving details of opening times and cost of entry to the above places will be available on booking; also a plan of Lancaster showing the location and description of places of interest.

Coach will leave Uppermill Square near the turning circle at 9.30 a.m. Price £8.00

Please return the booking slip to :-

Mrs. E. Broadbent, Pastures Farm Flat,

Back o'th' Low Road, Strinesdale, Saddleworth. OL4 3SG

Please forward before 30th June, 2005 Tel. No. 0161 785 8268 with any queries.

Cheques made payable to Saddleworth Historical Society.

SHS SUMMER COACH TRIP - SATURDAY 16th JULY 2005
THE CITY OF LANCASTER

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To: Mrs. E. Broadbent,
Pastures Farm Flat,
Back o'th' Low Road,
Strinesdale,
Saddleworth.
OL4 3SG
.....

Cost... £8.00 or £10.50 including tour of LANCASTER CASTLE

Tel: 0161 785 8268

No. of seats _____ Adults _____

Coach leaving Uppermill Square (near Bus Turning Circle)
9.30 a.m.

Names of persons _____

Address for contact _____

Post Code _____

Telephone No. _____

I enclose cheque in the sum of : _____

Made out to Saddleworth Historical Society, BEFORE 30th JUNE, 2005

