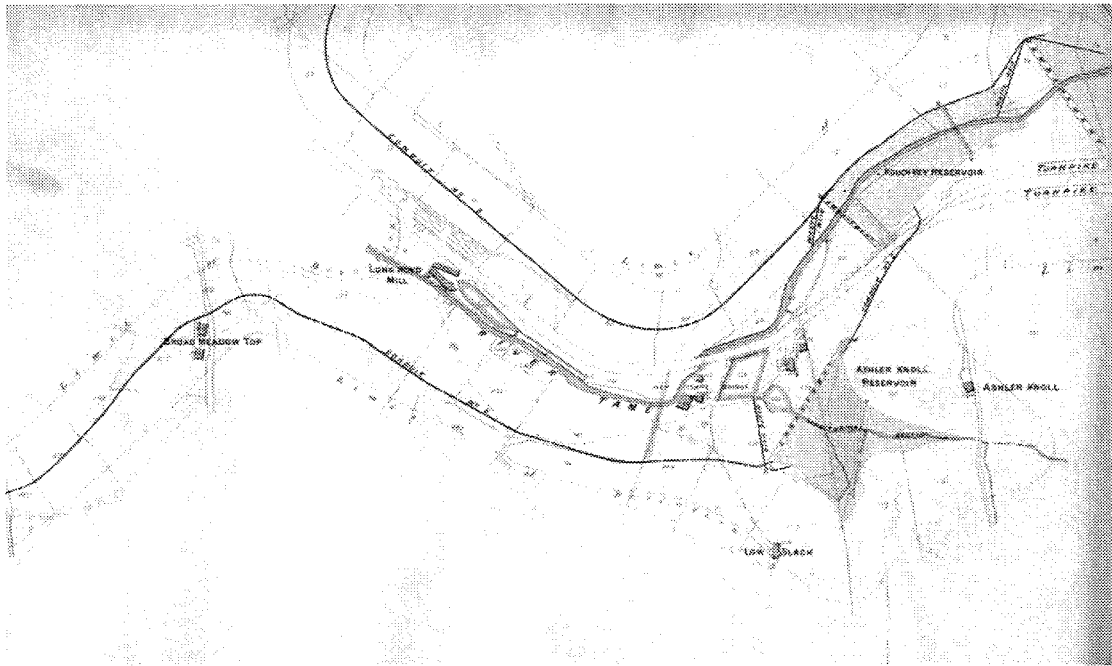


Saddleworth Historical Society Bulletin



Volume 35

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Bulletin of the Saddleworth Historical Society

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Cover illustration: The map of 1870 shows the some of the reservoirs planned for the Denshaw area to supply water to Oldham. Ashlar Knowle is where the Hawker family, in Russ Lewis' article lodged. Saddleworth Museum collection M/GX/JF/2

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 next issue will be dedicated to the **Co-operative Movement** to mark the 150th anniversary of the first Saddleworth Society. Please contact the editor with any articles, photographs, documents or other suitable material.

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. There are links to other Saddleworth Web sites.

The Tollbars Of Saddleworth

Chris Marcus

INTRODUCTION

Following my article on the milestones of Saddleworth, and the new Milestones Society initiative on tollhouses, I researched the tollbars of Saddleworth. In my original article I stated there were no signs of the tollbars mentioned in the popular literature, and this is essentially true. However when The Milestones Society sent me the Society's list of tollhouses, two extant Saddleworth tollhouses were on the list. This suggested further research might yield more.

The first edition of the one-inch Ordnance Survey showed several positions¹ and the first edition of the six-inch even more². Baines³ showed tollkeepers in 1822 from previously unknown bars. The results of the censuses for 1841 to 1881 added even more! Finally the Archives Library in Wakefield has a great collection of books and papers on the Oldham & Standedge and Oldham & Ripponden Turnpikes. In the end twenty-five separate tollgates had appeared, some of these had side gates!

TURNPIKE ORGANISATION

An excellent book by Bernard Barnes⁴ published by the Saddleworth Historical Society, *Passage through Time* describes in great detail the packhorse routes, and the development of the eight separate Trusts in the approximately thirty square miles of Saddleworth. These were the Wakefield & Austerlands (c1769-1/11/1882), Stockport to Doctor Lane Head (c1785 -1/11/1879), Standedge & Oldham (1792-31/12/1885), Staley Road (1793?-1/11/1872), Oldham & Ripponden (1795-1/11/1874), Huddersfield & New Hey (1807-1/11/1874), Holehouse to Shepley Lane Head (1820-1/11/1874), Ridgehill & Lanes to Holehouse (1826-1/11/1881).

One driving force behind the Turnpikes was the explosive growth of the textile industries between 1770 (the first route) and 1885 (the expiry of the last Turnpike Act). Another force was the replacement of the packhorse by the mail coach and heavy wagon, needing reduced gradients. The Wakefield & Austerlands went from a gradient of 35% to 10%. The Locomotive Act of 1861 heralded pressure on the trusts to improve the road surfaces and construction.

The Mortgagees who financed the Turnpikes rarely made much money on their investments, but they were normally local land or factory owners who benefited greatly by the improvement in transport. The turnpikes paid back its loans and financed the running costs by the collection of tolls. Rarely did the Trusts themselves employ the tollkeepers. The right to collect tolls was usually sold at auction for periods of between one and three years, for a monthly fixed sum, payable one month in advance. The buyer took the risk and had to employ the tollkeepers at around £18 a year⁵. Over the period 1821-1850 the Saddleworth Trusts took between £31 and £388 per mile with 1840 the best year. By 1850 the railways were taking the long distance traffic and the Trusts responded by moving the tollhouses to maximise revenue from feeder traffic. The Trust

hired or owned the tollhouse and kept it in repair. They also maintained the road, gates etc. They lit the tollgate by oil (from 1859 gas)⁵.

Saddleworth is an excellent area to study Turnpikes: there are so many. Some artefacts are still there as rebuilding pressures have not been too great. Also, the Oldham & Standedge and Oldham & Ripponden Turnpikes have between them fourteen large boxes of mortgages, maps, Order Books etc. in the Wakefield Archives! Five definite tollhouses exist as current dwellings. Two are scheduled by English Heritage in near-original condition. Three more obvious tollhouses have been tastefully enlarged. Another couple could be the original buildings, but may not be. One exists as a robbed out shell and another as marks in the roadside verge, yet another in an aerial photograph. Strangely all the rest, although completely gone, have not been built over! A collection of recent photographs accompanies this article. I also include the two gates from the Ridgehill & Lanes to Holehouse as they are very picturesque and this must be the only Turnpike Trust with all (two) its tollhouses remaining!

TYPES OF TOLLGATES

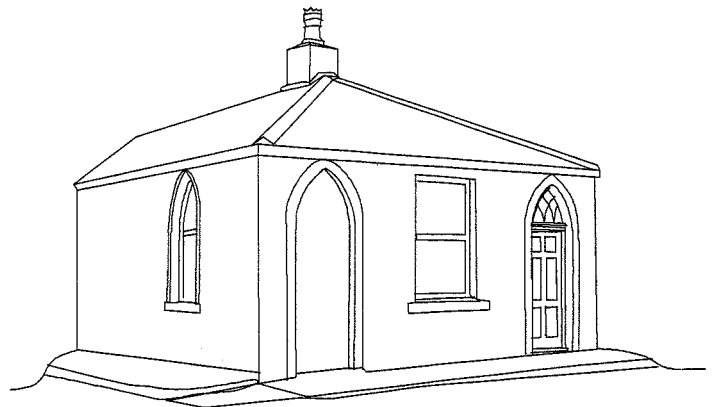
There were three types of tollbars. The first was the ordinary gate. The second was a Side Gate; a minor gate attached to the main gate controlling a side road at a junction (e.g. Grains Bar Gate). Or another type of Side Gate was the Chain Gate across a side road leading on to the Turnpike, normally open, but could be closed to collect revenue, usually by a chain. The idea of this gate is that it collects money mainly from prepaid passes, taken by say a colliery or quarry based on a declared traffic, but requires no permanent supervision (e.g. Weakey Gate).

FRENCHES TOLL GATE

This gate deserves a special mention for two reasons, the first being it is the only one that still looks like a tollgate and comes complete with the blind doorway used for the board of charges.

Another reason is that it was only one to have a weighbridge. Exactly when it was purchased is not known but tickets for it to the value of £3/6/- were bought in 1859. It was primarily used for weighing coal and in 1860 produced an annual revenue of £17/11/5d, but later years were nearer £4 p.a. It was mounted in the road near the tollhouse. On 19th May 1885 a peremptory letter from the Justices of the Peace told the Standedge & Oldham Trust to remove the machine and make good the road.

Frenches Toll House

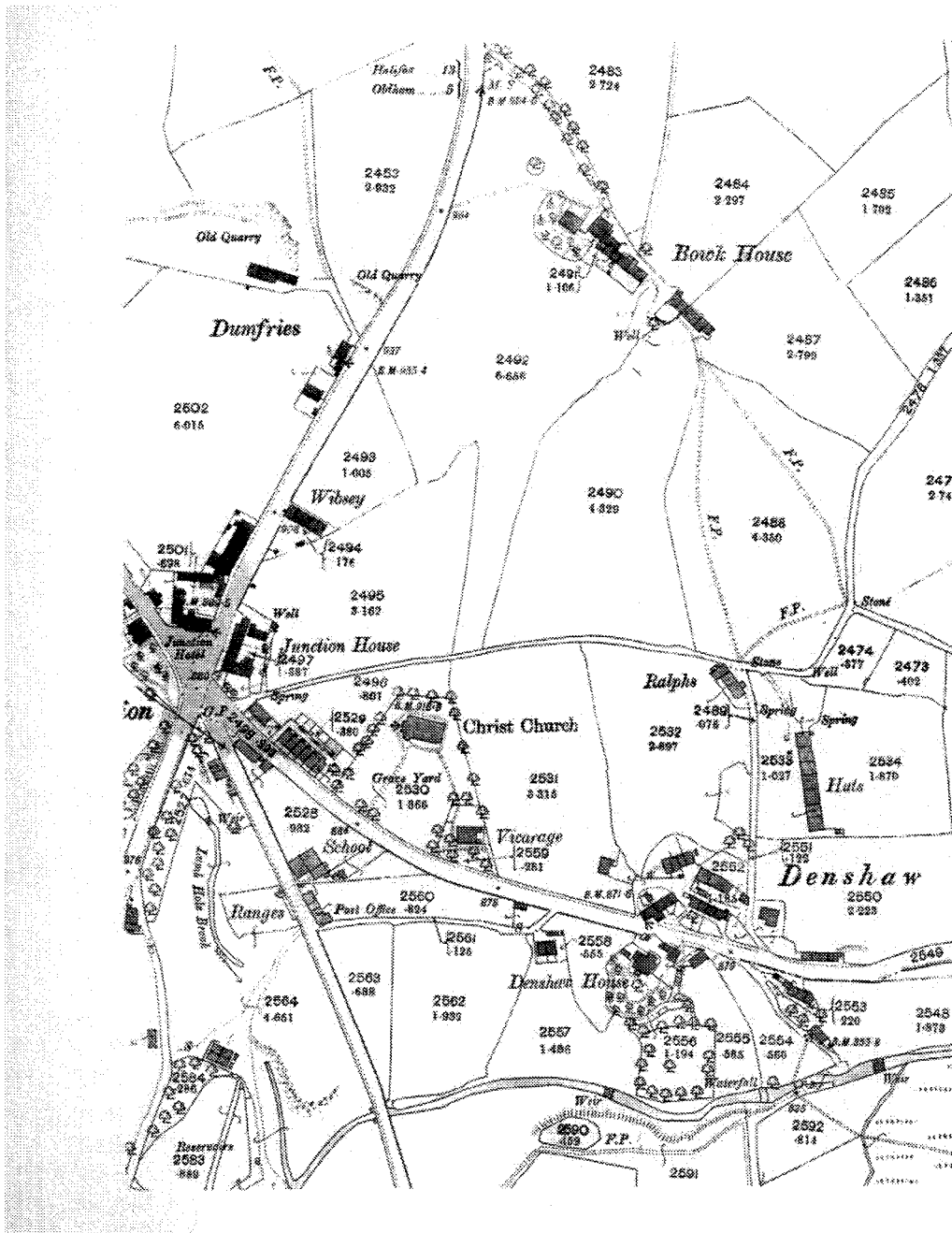


THE TOLLGATES LIST

This article will be concluded in a later Bulletin. There a table will show all the tollgates, the evidence associated with each one from numerous sources, and the current state of the site.

REFERENCES

- 1 Ordnance Survey First Edition 1" Sheet 21 c1841 reprinted by David and Charles 1970
- 2 Ordnance Survey, 6" First Edition reprinted in B.Barnes etal *Saddleworth Surveyed* Saddleworth Historical Society and on-line at www.old-maps.co.uk
- 3 Baines, E *History, Directory & Gazetteer of the Count of York* vol 1 1822.
- 4 Barnes, B *Passage through time* Saddleworth Historical Society 1981, cited here, but used throughout.
- 5 Original documents from the Oldham & Standedge Turnpike. Treasurer's Reports, Minute Books etc.



OS 25inch 1894

The Huts, (above Denshaw) were built to house the navvies, although others, particularly families, found lodgings elsewhere. The 1881 census shows that they were typically occupied by a family and up to five navy boarders.

Navvies in Saddleworth in the last quarter of the 19th Century

Russ Lewis

“They are the Denshaw navvy boys
And I extol them thus
Because our town great good enjoys
Such men have wrought for us”¹

In the late 1870's a number of reservoirs were constructed in Saddleworth which required the influx of itinerant labour from outside the area. The specialist diggers required for this work were called “navvies”. This article considers the general lifestyle of navvies who worked in the Saddleworth area at that time and shows their mobility by tracing the ancestry of one particular navvy - William Hawker. This is a cautionary tale of people declaring conflicting information about themselves at different times and the general mobility of migrant workers during the 19th century². It shows how family and local history can be combined to give an overall picture of life but it also poses many unanswered questions leaving areas for further research.

These reservoir projects must have been of concern to local people for their environmental as well as their social impact. The *Oldham Chronicle* reported in 1877³

“Our readers are aware that the two different extremities of the township of Saddleworth extensive works are in the course of construction, to furnish the neighbouring towns with that essential requisite - an abundant supply of pure water. Ashton, Stalybridge and Dukinfield have succeeded in depriving Oldham of that magnificent gathering ground comprised within the range of the Greenfield hills, have undertaken to impound for their own use, the Greenfield streams, whilst Oldham has had to fall back upon Denshaw, and is now constructing large reservoirs in which to store the water gathered on the wide moorlands of that district.”

To dig out these reservoirs around 800 navvies were required and many moved into the area from other parts of the country. This influx must have been quite a challenge for the indigenous Saddleworth community. Again the *Oldham Chronicle* reports⁴

“At the present time are close upon 400 navvies employed at the Denshaw Waterworks, the superintendent of which is Mr Watts, who is the resident engineer; and Messrs. Fogg & Co., who have in hand the construction of the waterworks at Greenfield, have 350 men employed on the excavation of the reservoir and about 50 at the quarries in the immediate neighbourhood.”

Navvies, as a group, were generally not understood and because of their single, migrant

¹ Poem by Joseph Burgess in *A Night with the Navvies at Denshaw*, *Oldham Chronicle* 22/1/1881.

² Because of the frequent movement of many migrant workers and the difficulty of locating where they lived extensive use has been made of internet based database searches and records as well as material available in County Record Offices and the Family Record Centre in London.

³ *Life among the navvies*. *Oldham Chronicle* 29/9/1877.

⁴ As 3

and hard working - hard playing lifestyle were considered to be at the bottom end of society. How were the navvies who came to Saddleworth perceived by the local press and what do we know about them? A contemporary article in the *Oldham Chronicle*⁵ contains the following.

"These men, for the most part are a distinct race of workmen, and, as a rule have very little in common with the rest of English workmen. They are eminently a peripatetic race, of migratory habits. Located in no long-settled habitation, these men – navvies – are as much a distinct class as gipsies who infest our lanes and commons to the alarm of the cottager, whose poultry invariably diminish in proportion to their proximity. Like the Ishmaelites of old, every man's hand seemed to be against them, as their hand (and tongue) were undoubtedly against every one else. Under such a state of things it is not astonishing that their reputation, as a class, should not stand very high. The term "navvy" insensibly conjures up visions of blackguardism, of oaths, drunkenness, ill-spent Sabbaths, and low pothouse debaucheries."

David Brook⁶ subtitles his book on navvies *"That despicable race of men"* and a further article in the *Oldham Chronicle*⁷ suggests that navvies had only three interests *"beef, beer and baccy"*. What were these men really like, did they deserve this bad press and what had they done before coming to Saddleworth?

It is a misconception that most navvies were Irish. The navvies in Saddleworth came from all over the British Isles and whereas in Denshaw they were Scottish and Welsh in Greenfield they were Irish. The *Oldham Chronicle* summarises the position.⁸

"Amongst those at Denshaw are Scotch and Welsh, but, singular to say, there are comparatively few Irish, whereas on the works at Bill's o' Jack's [Greenfield reservoir] a clear majority of the workmen are of Irish nationality". Although some travelled with wives and children many were unmarried and according to the *Oldham Chronicle*⁹ *"Of the total aggregate of 400 at Denshaw about one third only are married men, and, of course, like all other married couples, there are, many of them at least blessed with tolerably large families."*

Navvying began with the construction of canals in the last quarter of the 18th century but specialist navvies only began to appear in the 1790's at the peak of canal building. With the rundown of canal construction many of these navvies moved on to railway construction in the early part of the 19th century. In these early days navvying was a very hard life both for the navvies and their families with little or no support from the employers. According to Coleman, "the few who survived until they were sixty looked seventy and most died at forty -a good age for a navvy"¹⁰. However by the 1870's a sense of social responsibility was emerging and around this time the Navy Missionary Society was formed by Lewis Moule, a Yorkshire vicar, with many women helpers¹¹. The best known was Mrs Elizabeth Garnett, born in 1839, the daughter of Rev Joshua

⁵ As 3.

⁶ *The Railway Navvy*, David Brook, 1983.

⁷ *Life among the navvies*, *Oldham Chronicle* 29/9/1877.

⁸ As ref 6

⁹ As ref 5

¹⁰ *The Railway Navvies*, Terry Coleman, 1965.

¹¹ As ref 10.

Hart, the vicar of Otley. The main activity of this society was to tend to the perceived poor morals of the navvies. This was accomplished by preaching, missionary journals and the construction of many navvy missions, which were often a corrugated iron building, doubling as a church and a social centre¹².

In 1879 Elizabeth Garnett, after a visit to Denshaw, wrote an article in the Oldham Chronicle describing the navvy mission at Denshaw.¹³ Two missions had been set up at Denshaw run by Mr Heppinstall, the vicar. The first mission was "*near the first embankment, fully a mile from the village of Denshaw and the huts.*"¹⁴ This was found to be too far for the navvies to visit after a days work and not well used. A second mission was set up at a building "*called a padding ken- i.e. a place for tramp lodgers. It is not far from the huts and very near the village so the men only have to cross the road from their lodgings to find themselves within its doors.*"¹⁵

Others were concerned for the navvies. The Hope Juvenile Temperance Society braved it through six feet of snow to entertain the navvies with songs and glees but not before Joseph Burgess had continued for a further eighteen verses. Having stated that "...drunkards never get to Heaven" his final verse had a clear message

Abstain from drink, give God the heart
And try to do the right
And we may meet [in Heaven] and never part
As we must do tonight

In Saddleworth there was also concern within the community about the education and well being of navvy children, particularly the girls. A school was available at Denshaw, but in Greenfield the contractors set up their own school however attendance by the navvy children at these schools was poor. Again the Oldham Chronicle reports¹⁶

"At Greenfield there is no school within a modest distance of the works, though steps are now being taken by contractors to establish an institution of the kind for the use of the navvies whilst they remain in the district. At Denshaw, however, the children who go to school are sent to the national school connected with Christ Church, but they might equally as well not be sent, for their attendance is most irregular."

The employers of the navvies in Saddleworth were also concerned about the well being of their workers and at Christmas 1877 arranged a Christmas party for the navvies and their families. This was quite a notable event as it was reported in a long article in the Oldham Chronicle

"Monday evening was a memorable occasion at Bill's o' Jacks, for on that

¹² In the next decade there were some five hundred men working at Castleshaw. The navvy missions there are described in Peter Fox: *The Navvymen & Navvy Mission at Castleshaw*. SHS Bulletin volume 18 No3 1988. The dangers of work at the Chew Reservoir some three decades later are detailed in R.A. Smith: *An Accidental Death and its Aftermath*. SHS Bulletin volume 14 no2 1984.

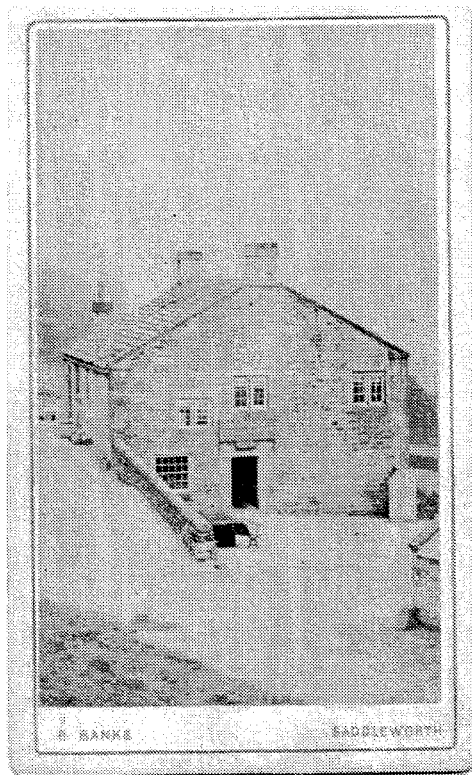
¹³ *The Navvy Mission at Denshaw*, Oldham Chronicle 1879

¹⁴ As ref 10.

¹⁵ As ref 10.

¹⁶ As ref 6. In 1877 a Bazaar was held to raise funds to extend the school, Oldham Chronicle 22/9/1877.

evening upwards of 150 navvies and their wives, attended at the Moorcock Inn, and were entertained by their employer, Mr N B Fogg"¹⁷. The event included a recital by the Greenfield String band and must have been quite a spectacle "There were men present in almost every variety of attire; from spruce well-dressed men with well-oiled carefully-combed hair, parted down the centre to rough, strange, uncouth beings whose unkempt locks showed that upon that part of the human form divine they wasted very little of their time and attention. Many of the company wore immense neck cloths round their bull like necks; others appeared to have sack like mantillos hanging down their broad backs, not a few had their trousers tightened up by means of straps, as though the intention of the ligature was to display their strong laced up boots that were big enough and heavy enough for Titans to wear"¹⁸



Bill's o' Jack's from a c1876 postcard

Saddleworth Museum collection M/P/Gf

Where had these navvies lived before moving to Saddleworth and how had they been employed? One traceable example is William Hawker¹⁹, who at different times gives his occupation as railway labourer, excavator, navvy, miner and outdoor labourer but always was involved with "digging". A navvy was defined by a contemporary journal as

¹⁷ *Christmas Eve with the Navvies*, Oldham Chronicle, 29/12/1877.

¹⁸ As reference 13

¹⁹ The Hawker surname originated in the South West of England and in 1871 the biggest concentration of those with the name Hawker was in Dorset. In 1851 there were 51 "Hawkers" in the parish of Thorncombe, which is in the NW of the county, near the Somerset border. According to an 1875 book on English surnames the name "Hawker" originates as an occupational surname for those who were good at haggling.

someone who “deals only with the shovel, the pick, the crowbar and the wheelbarrow”²⁰. William was my wife’s great-grandfather, who arrived in Denshaw in the late 1870’s for the construction of the Dowry, New Year Bridge, Readydean and Crook Gate reservoirs. Like William many of the navvies who moved to Saddleworth had previously worked on the construction of railways but by this time, with the exception of parts of The Great Central Railway, most railway construction was complete and navvies were looking for other construction work. Denshaw was William’s last move and he died in Ashlar Knowle, Denshaw, Yorkshire in 1881 and is buried in Christchurch, Denshaw.

Subsequently part of his extended family continued to travel, with one son and one daughter settling in Baxenden, a village near Accrington, Lancashire. Two other daughters remained in Saddleworth and some of their descendants still live in the area²¹. The last male descendant to carry the family name was Councillor John Hawker (1905-1969) blacksmith and engineer, of Baxenden, Lancashire, and the grandson of William. John was my wife’s father and he in no way fitted the perceived navvy stereotype quoted above.

William Hawker also was probably not a typical navvy but it is possible to trace his movements for many years before arriving at Saddleworth. According to family tradition he was born in Cornwall and according to census records he was born in 1816. The Hawker family are easier to trace than many navvy families because they had very close family ties and the majority were married in church and had their children baptised. They lived in houses as lodgers or tenants and not in the purpose built shantytowns often occupied by navvies²². William was the head of a family of navvies as his sons and sons-in-law were also navvies. Family stories tell of the men moving for work and when they returned asking around the village to see where their families were currently living.

Although William can be traced through census, births, marriages and deaths records from 1851 until his death, where he was and what he did in his early years is a matter of speculation. William Hawker declares a constant date of birth, 1816, but different places of birth on different documentation so from the records he was either born in London, Essex or Eckington, Worcestershire²³. London Essex seems an odd specification for a place of birth so was this the census enumerator’s interpretation of London Apprentice spoken with a Worcestershire or Cornish accent?²⁴ London Apprentice is a village near St Austell, in Cornwall. I believe he had some association with Eckington but was probably not born either in Eckington, Worcestershire or London, Essex. The arguments

²⁰ Illustrated London News, 30/12/1854.

²¹ SHS Bulletin, Volume 35, number 3, Autumn 2005 p22.

²² *Shanty Life on the Settle Carlisle Railway*, W R Mitchell.

²³ In 1851 he is a railway labourer living in Burton Coggles, Lincolnshire and says he was born in London, Essex. In 1861 he is a railway labourer living in Alverthorpe, Wakefield, Yorkshire and says he was born in Eckington, Worcestershire. In 1871 he is an Excavator living in Spotland, Whitworth, Rochdale, Lancashire and born in Eckington, Worcestershire and 1881 he is a navvy and excavator living in Ashlar Knowle, Saddleworth and born in London, Essex.

²⁴ The parish records for the 19 London parishes in Essex and possible sound-alikes, Sandon, Essex and Loughton, Essex show no William Hawker born around 1816. The only William Hawker who was born in Eckington around 1816 died very young.

are quite complex so for clarity I have presented my best estimate of his early life. Although William had two wives and 10 children his life with each wife and the children of each marriage seem to be totally separate.

He married his first wife, Sarah Hunt, in Eckington in 19 October 1835²⁵ and had four children by her. These are, Susannah (No. 1) born 5 June 1836, William (No. 2) born 19 August 1838, Thomas (No. 3) born 27 December 1840 and Charles (No. 4) born 25 December 1842, all born in Eckington. Sarah died in Eckington on 19 October 1844 and by 1851 census time William had disappeared from Eckington²⁶. His four children were living at this time with their grandmother, Sarah Hunt's mother²⁷. His association with his children by his first wife (children 1-4) seems to have ended after his first wife died.

William's second wife was Sarah Calton, born in Gissing, Norfolk in 1823. She died at Brimmycroft, Denshaw 11 December 1879 and is buried in Christchurch, Denshaw. Sarah had six children and William was the father of at least five. These children were Caroline (No. 5) born in Gissing, Norfolk 19 November 1844, Sarah Ann (No. 6) born in Hailsworth, Suffolk 16 October 1854, Mary Jane (No.7) born in Llandaff, Glamorgan, 15 January 1858, John (No. 8) born in Alverthorpe, Wakefield, Yorkshire 17 September 1861, Alfred (No. 9) born in Pickering, Yorkshire 17 December 1864 who died the same year, and Fred (No.10) born in Todmorden, Yorkshire 24 October 1866. Fred was my wife's grandfather. William's association with children 5 to 10 continued and he travelled with his second wife and these children until his death in 1881.

Generally the births, marriages and deaths and census information for William Hawker and his extended family are well documented but I have not been able to trace a marriage for William and Sarah Calton. Maybe he and Sarah Calton followed the navvy tradition of not marrying. The Reverend James Gilles writing about navvies says²⁸ "*Generally a man and his wife, or the female who passed for his wife; I think, in nine cases out of ten, they were not married*" Caroline's birth certificate shows Sarah Calton as her mother but does not show her father although she is shown as William's daughter in the 1851 census. Maybe her father was William or perhaps William and Sarah met after Caroline was born? Pictures of Caroline, Sarah Ann and Fred are shown below. Are they from the same parents? My current most feasible version of William Hawker's family Tree is shown on Figure 1.

²⁵ The 1841 census for Eckington shows a William Hawker born in 1816 outside Worcestershire and married to Sarah Hunt, born 26 January 1816 in Eckington, Worcestershire.

²⁶ Is this the William Hawker, railway labourer, who was in Burton Coggles, Lincolnshire in 1851 and who came to Denshaw? Eckington is near a railway line and a number of railway navvies are shown in Eckington on the 1841 census.

²⁷ The marriages of these children and their subsequent offspring can be traced through the parish records for Birmingham and Worcestershire.

²⁸ *The Railway Navvies*, Terry Coleman.

Sarah Ann Hawker



Caroline Hawker



Fred Hawker



In addition to the census and birth records for William's children his movements can be traced by the marriages of his three daughters who married navvies. It was not uncommon for navvy families to take in lodgers and I have found a number of family weddings where the bridegroom was previously a lodger with the wife's family. I suspect this could have been the case for William's daughters. Caroline (child No. 5) was married on 1st May 1865 in Rosedale, Yorkshire to William Newman, a navvy, who came from a farming family in Keynsham, Somerset. Sarah Ann (child No. 6) was married on 25 October 1873 in Whitworth, near Rochdale, Lancashire to John William Larder, an excavator born in Doncaster, but whose family came from Lincolnshire. The picture below shows John William Larder in his navvy clothes probably at work.

John William Larder



Mary Jane (Child No. 7) was married in Christchurch, Denshaw, Yorkshire on 24 July 1880 to James Hodges, an outdoor labourer, who came from Piddletrenthide, Dorset.

From the above dates and places of William's residence a picture of William's movements over his life can be put together. The next stage is to tie this information on where he was at a particular time to what his occupation was and where he was working. A good source of railway construction records is the Railscot website²⁹.

There is no record of what William Hawker did before the age of 19 (1835). He was probably an agricultural labourer in Eckington, Worcestershire between the age of 19(1835) and 28 (1844). There was a railway line near Eckington and on the 1841 census some people are shown as railway labourers. Maybe William became a railway labourer in Eckington and moved with a gang of navvies to Suffolk. Agricultural labourers moving to become navvies was not uncommon at that time and on some railway construction sites work stopped for the harvest when the navvies returned to their farms³⁰.

From the age of 28 (1844) to the age of 49 (1865) William Hawker worked on a number of railway construction sites covering Suffolk, Lincolnshire, Norfolk, Glamorgan and various sites in Yorkshire. The Eastern Union Railway opened around Mellis, Suffolk, in November 1849³¹ a few miles from Gissing, where Caroline (child No. 5) was born in 1844.³² From 1851 to 1853 the Great Northern Line was being built and part of this line, the Peterborough to Grantham to Retford line, opened in 1853. The 1851 census shows William as a railway labourer at Burton Coggles, near Grantham which is near a viaduct on the above line. The East Suffolk Railway between Hailsworth and Beccles was opened in December 1854 and Sarah Ann (child No 6) was born in Hailsworth in 1854³³. The Taff Vale Railway was being constructed between 1857 and 1858 and in 1857 a new line was to be built from Penarth Junction, the next station to Llandaff, to the Penarth Dock. Mary Jane's birth certificate (child No 7) shows William was a railway labourer living in Llandaff in 1858. John (Child No 8) was born in Alverthorpe, near Wakefield in 1861. On John's birth certificate and the 1861 census William was described as a railway labourer, maybe working on the North Midland Railway. The North Yorkshire and Cleveland Railway – Rosedale Branch was under construction between 1858 and 1865. This line was to be used to transport ore from the Ingleby Mining Company to Middlesbrough and Whitby. When William's son Alfred was born and his daughter Caroline was married William was a railway labourer in Rosedale West. This covered the period 1864 and 1865.

From the age of 49 (1865) until he died aged 65 (1881) he worked mainly on reservoir construction. William's son Fred was born in Shade, Todmorden in 1866 when William was an outdoor labourer. At that time we believe he was probably involved in reservoir construction. When William's daughter Sarah was married in 1873 he was in Whitworth,

²⁹ www.railscot.co.uk

³⁰ David Brook, *The Railway Navvies*.

³¹ Suffolk Railways, David Barton October 1991

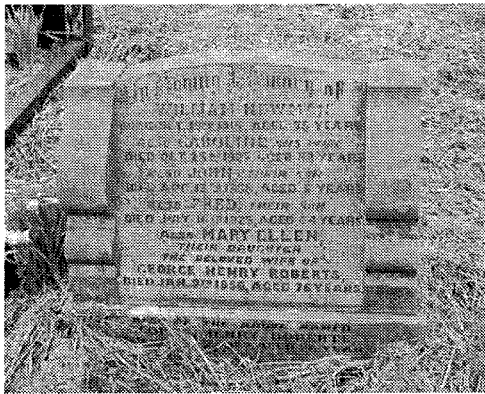
³² William's first wife died in 1844 so he may have moved to the Gissing area and met up with Sarah Calton and her daughter Caroline.

³³ As ref 19.

near Rochdale, working as a miner. William, his sons John and Fred and his son-in-law, John Larder, are in Denshaw by 1881 and are described as navvies and excavators. A summary of these movements and occupations is given in Figure 2.

William Hawker's other son in law William Newman was also a navvy and was involved with the construction of the Settle to Carlisle line over the period 1869 to 1876. At this time railway construction was tailing off so he then moved as a dock labourer to Sutton Bridge, Lincolnshire and as a railway labourer in South Emsall, Yorkshire before coming to Delph around 1885. By 1901 William Newman was a waterworks labourer lodging with his daughter and son-in-law in Marsden. He died in 1918 and is buried with Caroline (nee Hawker) in Friarmere, Delph. His movements are summarised in Table 3.

William and Caroline's gravestone in Friarmere cemetery.



There is a considerable amount of material available on navvies in Saddleworth and the routes many navvies travelled before arriving in the area. This article summarises my research to date but the research is ongoing to establish a better picture of navvy life in Saddleworth during the last quarter of the 19th century and to provide a better provenance for William's life before 1851.

I am indebted to the Saddleworth Historical Society for their help and inspiration in this project in particular to Paul Fryer³⁴ whose article on *Saddleworth Christmases* gave me a lead into the Oldham Chronicle articles and to John Hodges, from Grotton, who has provided the Hodges family research. Last but by no means least to my wife, Jean, whose family have inspired this article and who has provided very valuable comment and support.

Russ Lewis is a retired nuclear engineer living in Stockport whose interest in local history developed through tracing all the branches of his granddaughter's family and taking the Oxford University Advanced Diploma in Local History over the internet.

e mail: russell.lewis@tiscali.co.uk

³⁴ SHS Bulletin Volume 34, number4, Winter 2004.

Fig 1 Descendants of William Hawker, Navy (1 of 3)

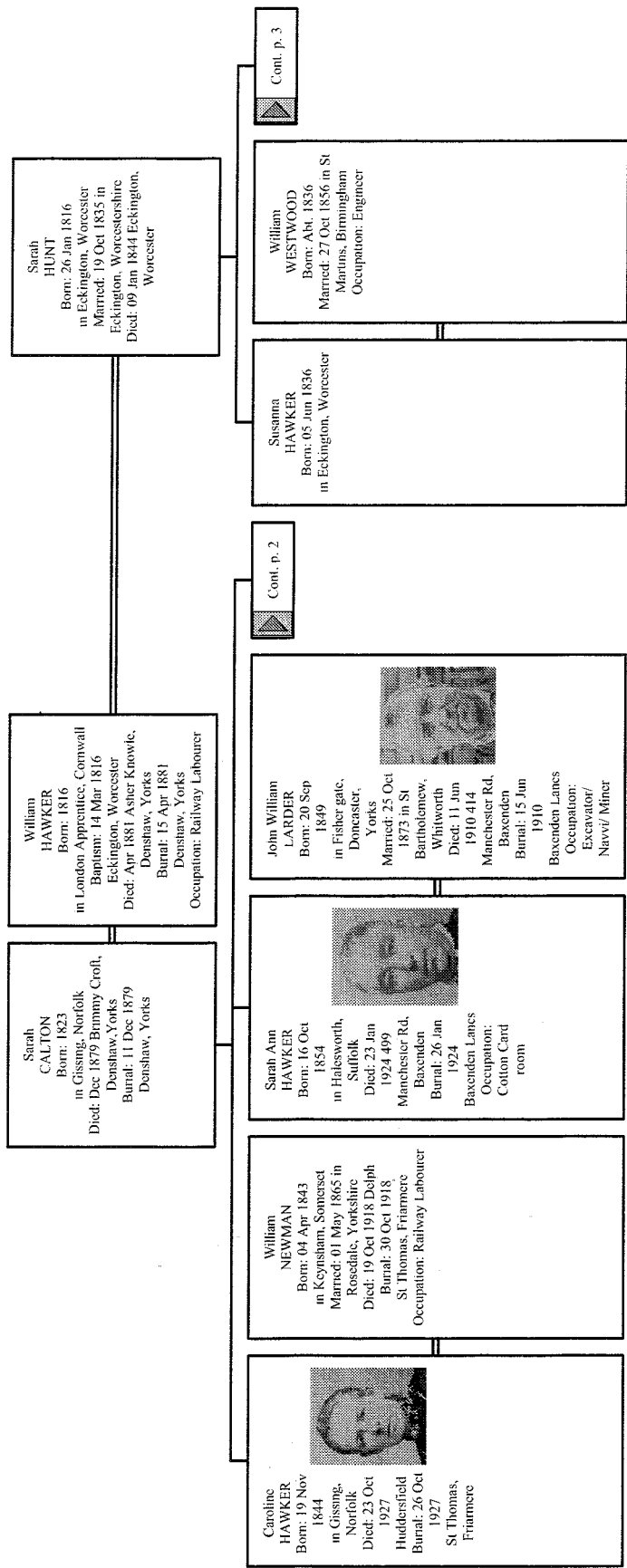


Fig 1 Descendants of William Hawker, Navy (2 of 3)

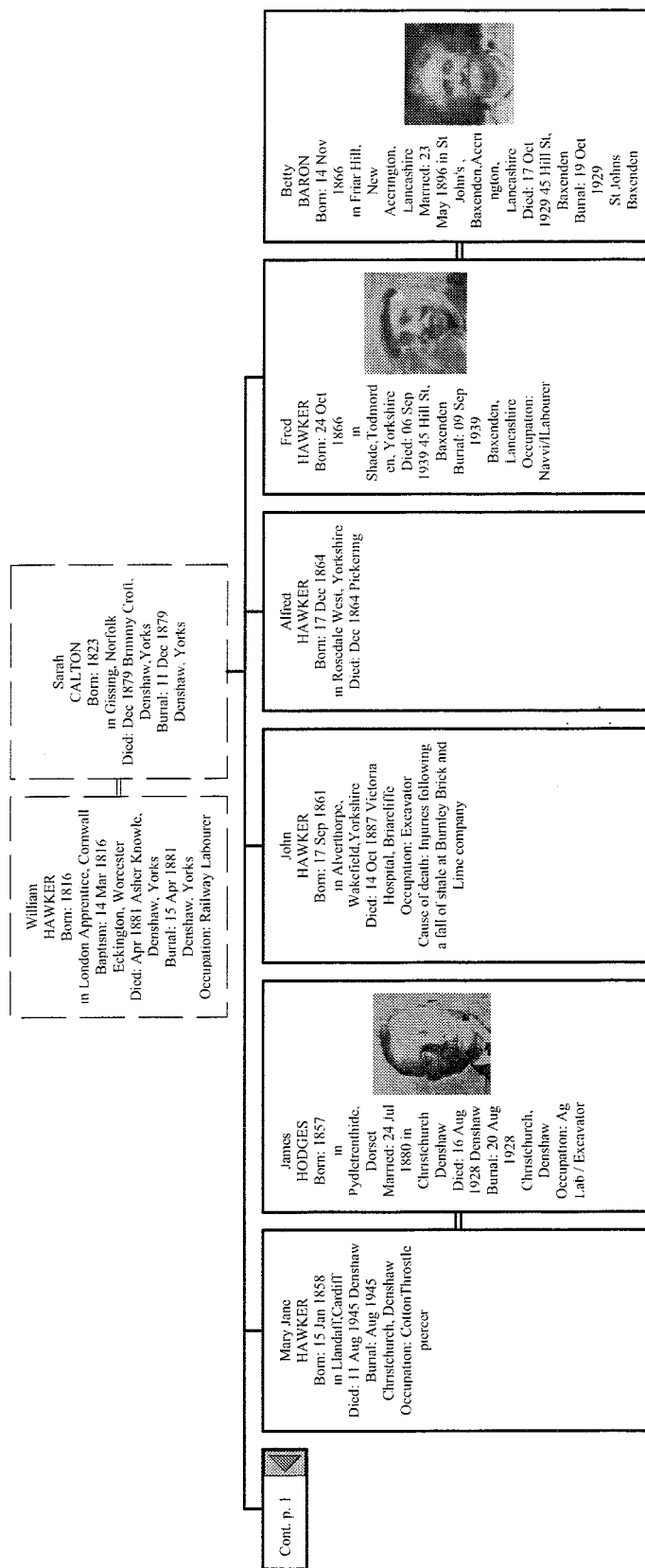


Fig 1 Descendants of William Hawker, Navy (3 of 3)

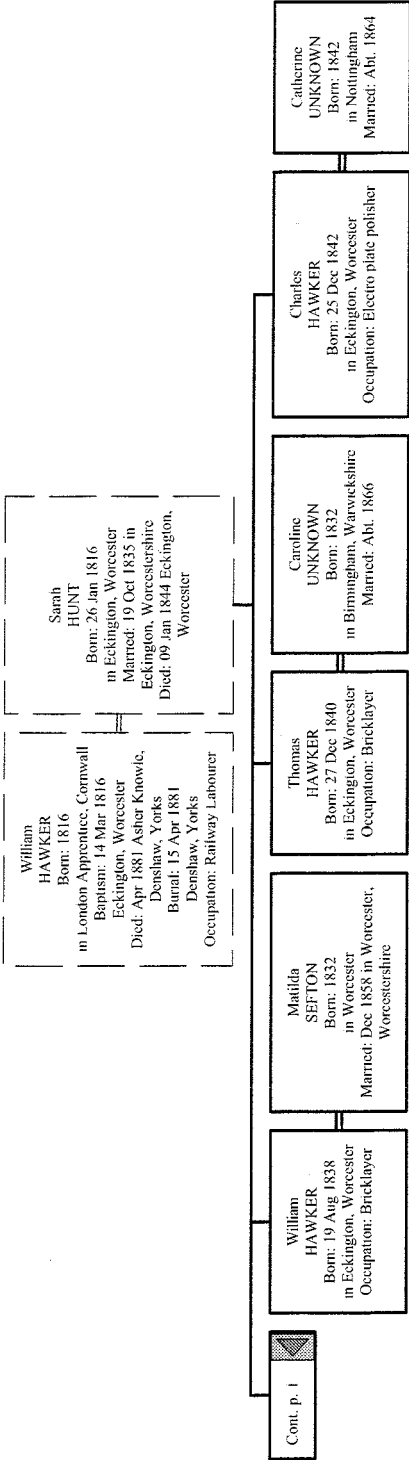


Figure 2 Family Movements & Events - William Hawker, Navyy, (1816-1881)

Date	Age	Place	Occupation	Family Event	National Event	Place of Employment
1816		London Apprentice, St Austel, Cornwall		Birth		
1841	25	Eckington, Worcestershire	Labourer		Census	Farming
19/11/1844	29	Gissing, Norfolk	Railway Labourer	Daughter Caroline Birth		Eastern Union Railway
1851	35	Burton Coggles, Lincs	Railway Labourer		Census	Great Northern Line
14/11/1854	39	Quay Street, Hailsworth, Suffolk	Railway Labourer	Daughter Sarah Ann Birth		East Suffolk Railway
15/1/1858	42	New Brick Yard, Penarth Rd. Llandaff, Glamorgan	Railway Labourer	Daughter Mary Jane Birth		Taff Vale Railway
1861	45	Alverthorpe, Wakefield, Yorks	Railway Labourer		Census	
17/11/1861	45	Alverthorpe, Wakefield, Yorks	Railway Labourer	Son John Birth		
17/12/1864	48	Rosedale West, Pickering, Yorks	Railway Labourer	Son Alfred Birth		North Yorkshire and Cleveland Railway as above
1865	49	Rosedale West, Pickering, Yorks	Railway labourer	Daughter's Marriage		Reservoirs
24/10/1866	50	Charles St., Shade, Todmorden, Yorks	Navyy, Excavator	Son Fred Birth		
1869	51	Todmorden				
1871	55	John St., Spotland, Whitworth, Lancashire	Excavator		Census	
25/10/1873	57	Bridge Mill, Whitworth, Rochdale	Miner	Daughter's marriage		
11/12/1879	63	Brimming Croft, Denshaw, Yorkshire		Wife's burial		Denshaw Reservoirs
1881	65	Ashlar Knowle, Denshaw, Yorkshire	Navvy, Excavator		Census	
15/4/1881	65	Ashlar Knowle, Denshaw, Yorkshire		Burial		

Figure 3 -Family Movements & Events- William Newman (1844-1918)

Date	Age	Family Home	Occupation	Family Event	National Event
4/4/1843	0	Keynsham, Somerset	Labourer's Son	Birth William	
1851	7	Keynsham			Census
1861	17	Salop Street, Penarth (Lodger)	Labourer		Census
1/5/1865	21	Rosedale, Yorks	Excavator (farmer's son) North Yorkshire and Cleveland Railway – Rosedale Branch	Marriage to Caroline Hawker	
8/3/ 1866	22	Spa bottom, Lepton, Huddersfield	Railway Labourer	Birth daughter Elizabeth	
16/11/1869	26	Charles St., Todmorden, Yorks	Outdoor Labourer	Birth Son James	
1871	27	Rake Head, Nateby, Kirkby Stephen, W'moreland	Railway Labourer		Census
29/3/1872	28	Rake head, Nateby, Kirby Steven, W'moreland	Railway Labourer Settle -Carlisle Railway	Birth Daughter Sarah Jane	
18/5/1874	31	Moor end, Wharton, Kirby Steven, W'moreland	Railway Labourer Settle -Carlisle Railway	Birth Daughter Caroline	
16/2/1879	35	Sutton Bridge, Long Sutton, Lincs	Dock Labourer	Birth Daughter Mary Ellen	
1881	37	Sutton St. Mary, Lincs	Dock Labourer		Census
13/6/1881	38	South Elmsall, Crofton, Yorks	Railway Labourer	Daughter Elizabeth in service Birth Son Fred	
1883	39			Birth Son John	
17/ 8/1888	44	Delph, Yorks		Burial son John	
1891	47	Top oth Wood, Delph, Yorkshire	Labourer on Waterworks		Census
26/12/1893	49	Delph	Labourer		
1901	56	Higher Dale, Delph	Labourer Waterworks, lodging with daughter and son in law in Lower Bank Bottom, Marsden	Wedding daughter Sarah Jane	Census
30/10/1918	74	Delph, Yorks			
26/10/1927		Huddersfield, Yorks		William Burial Caroline Burial	

Photographic Mysteries of Saddleworth



Saddleworth Museum collection M/P/

This view has not been identified. Can anyone help?



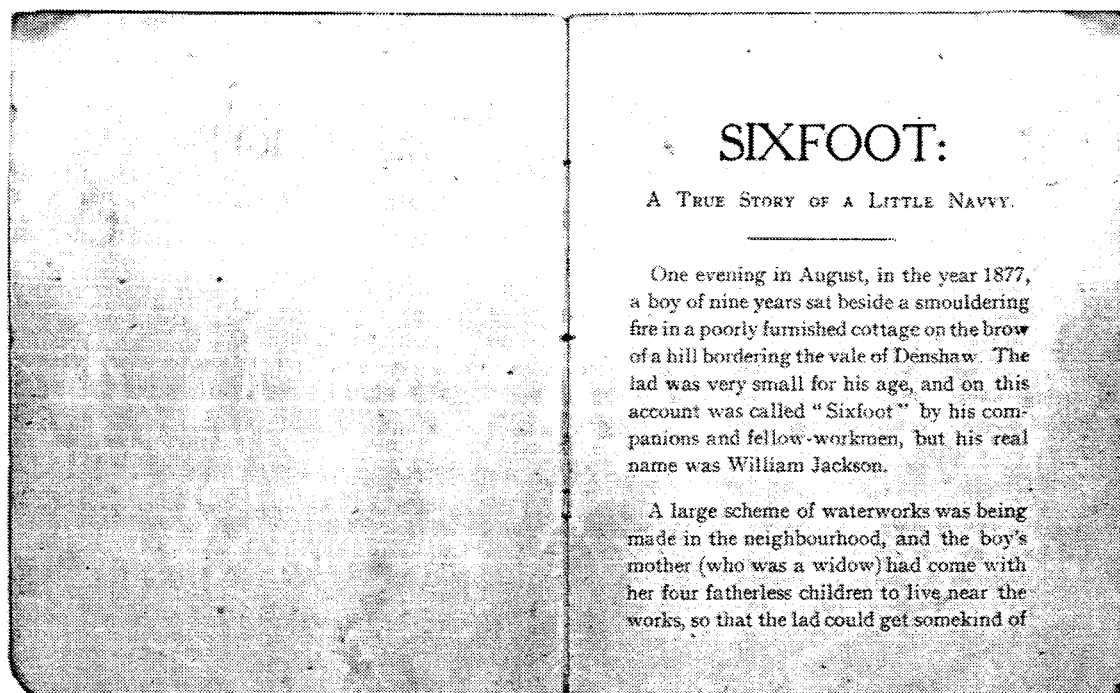
... Saddleworth Museum collection M/P/N

Does anyone recognize any of these school children?

This page is to be a regular feature of the Bulletin. Please send contributions to the editor.

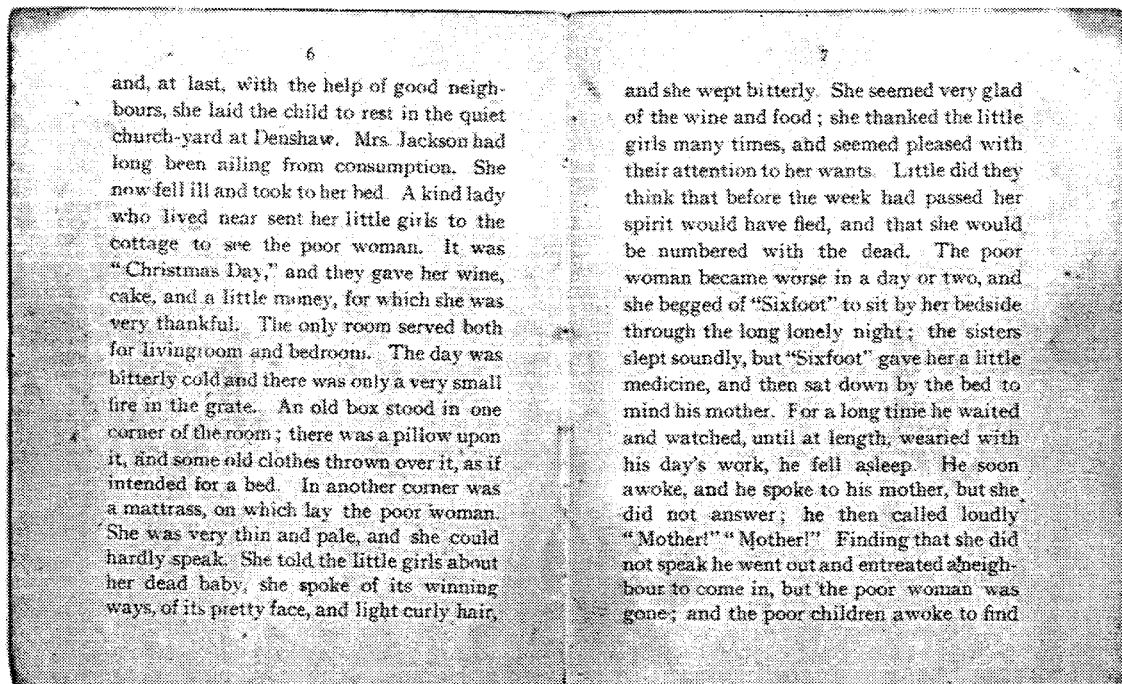
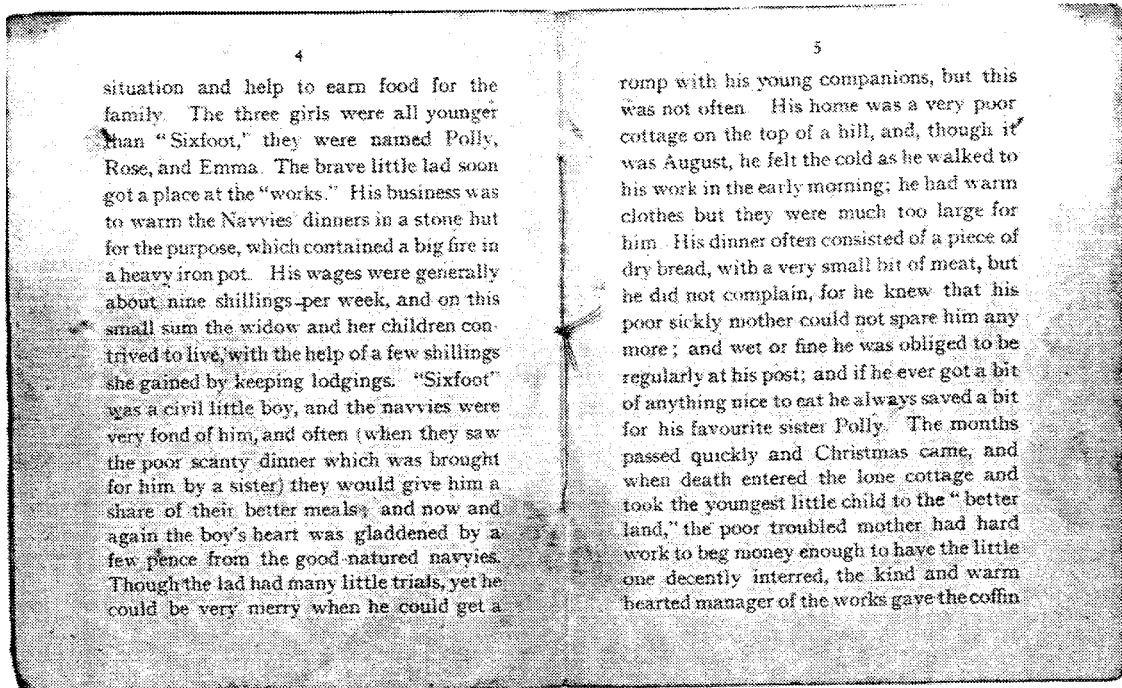
Sixfoot: A true Story of a Little Navvy

Helen Brierley (with notes by Neil Barrow)



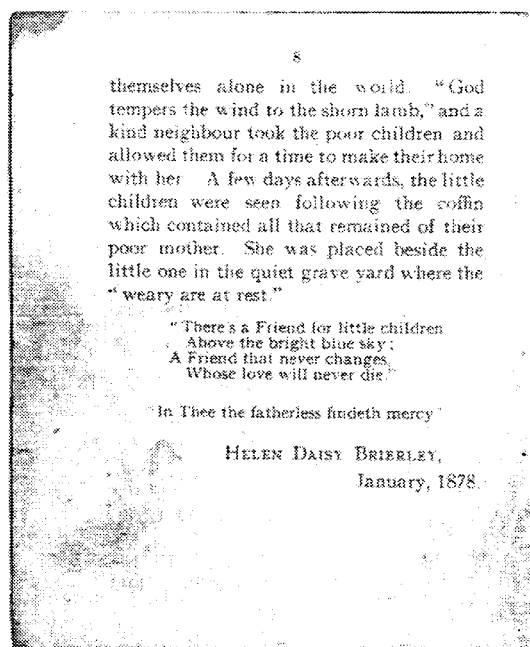
The authoress of this account would seem to have been a young girl. Helen Brierley was the eleven year old daughter of Morgan Brierley and living at Denshaw House with her elder brother and sister. Theirs was a comfortable middleclass household. Their father Morgan had made enough money as a flannel manufacturer to be able to retire and indulge in international travel. Brierley however had a strong sympathy for the working class which his strong character would have passed on to his family. He had experienced a hard childhood working in a mill from the age of six, working the ten hours a day which the Factory Act had laid down¹.

¹ H Brierley, *Morgan Brierley. A Memoir* 1900.



It was Emma, aged two, the youngest child, who died. The family was described as "wretchedly poor" and the death, initially thought to have been from emaciation, was

investigated by the police, before the coroner was able to certify her death by natural causes².



Their mother Anne must have died very soon after as she was buried at Denshaw on December 20th. She was aged thirty-two³.

Helen was clearly well educated, being able to quote from literature, the hymnbook and the Old Testament⁴.

What became of the three orphans? The census of 1881 gives a possible story. It shows a William, aged fifteen and Mary, aged thirteen living near Oxhey, at Slackgate with Josiah Turner, farmer and his wife Anne and their six children. The census indicates they are "adopted" and under "Where Born" states "Not Known". Roseanna, aged five, was one of only two children in the workhouse. She would die there four years later aged nine and was buried at St Chads.

² Oldham Chronicle 22/12/1877.

³ Manchester and Lancashire Family History Society, *Saddleworth & Lees Churchyard Burials* 2005 gives Emma and does not record the daughter, but the website [http:// free bmd rootsweb.com](http://free.bmd.rootsweb.com) gives Anne as the mother.

⁴ The first quote is from Laurence Sterne's *A Sentimental Journey* published 1768.

Then she uses the opening lines of the popular Victorian hymn: it continues

Though earthly friends may fail us,
And change thro' passing years,
This Friend is always worthy
Of that dear name He bears.

The writer of this and over eight hundred other hymns, was Albert Midlane 1825-1909.

The final quote is from Hosea 14:3.

TOMMY AND TIMMY: TWO OLDHAM PALS

By one who knew them Albert Broadbent

Before the Hitler war, the railways were major carriers of goods throughout the UK. Even small places like Uppermill had their goods yards: ours was reached by Shaws Lane and it was crossed, north-south by the LMS line, the "new line". This line went along the east side of the Tame valley. There were goods yards at Delph, Diggle, Uppermill and Greenfield and, I think, coal shunts, or bunkers, at Delph New Road and Greenfield station. (Should not Shutt Lane marked on local maps be Shunt lane?).

There was, I remember, a LMSR motor wagon, which worked the Saddleworth yards. It was probably a 30cwt vehicle, which was driven by a man named Malloy. He always wore a cap, a uniform jacket, I think, and always knee-length, black leather leggings which were common enough in those days: young boys wore them in winter as I did myself.

When I went to work in Oldham I met Tommy Attwood. As a junior it was part of my job to receive and sign for receipt of goods. Goods arrived by post, private carrier and, oddly, by Oldham corporation tramways. They employed boys, never girls, as "Trolley Boys" who moved points and, just as important, the trolley wires switches. These ubiquitous young men also delivered the packages and parcels collected at one of the depots including the tramcars themselves eg you could post a parcel at Waterhead and the trolley boy at Market place would transfer it eg to a no 9 car for an address in Burnley lane.

Tommy and Timmy of the LMSR were in competition with the GPO, the tramways and of course private carriers such as Suttons of Trafford Park.

Tommy Attwood was a LMSR carter working from Oldham. His horse and friend was Timmy. Tommy drove a dray type, four-wheel drive vehicle. Where his depot was and where Timmy was stabled I am not sure: it may have been Mumps or Clegg Street stations: I'm not sure.

About 1934, I guess the mechanical horse was invented. This was a three wheel IC powered traction unit. It was going to make the horses redundant, as it would pull any cart or dray then drawn by horses. It had two wheels at the rear providing the tractive effort and on at the front which steered the vehicle.

Horses were being phased out. Tommy was to lose Timmy and was sent on a training course to learn to drive mechanically propelled vehicles. He was not a success. Came the happy day when Tommy and Timmy reappeared on Union Street. The Railway Company had relented and Tommy and Timmy were allowed to continue until such time when they were retired in the usual way. I lost track of them and I presume they went their own ways. I hope they were both happy.

LETTERS

Dear editor,

I did enjoy reading Peter Fox's account of Saddleworth Military Hospitals during World War I. I notice that the postcard pictured on page 8 says that it is taken at the entrance to Ashway Gap. The picture is in fact taken in front of Wharmton Towers. Mrs Henry Gartside who lived at Wharmton Towers was my father's aunt and I have a portrait of some of the members of the Gartside family in front of the house.

Dorothy Breeden, (Mrs)
Colchester

Dear editor,

Tradition still has a firm hold in some parts of Yorkshire. Mrs. Platt and Mr. J. H. Holden, both



Mrs. Platt.

Mr. J. H. Holden.

of Uppermill, have maintained an unbroken record of seventy years in which they have taken their places in the annual Sunday School procession.

I am sending a cutting from *The Methodist Recorder* 16th July 1931, which may be of interest relating to the Spring 2005 Bulletin article about Whit Friday. J H Holden was my maternal grandfather whilst Mrs Platt was the widow of Charlie Platt who owned Th' Owd Factory in Smithy Lane, Uppermill.

Albert Broadbent
Beckermat

SADDLEWORTH HISTORICAL SOCIETY NEWSLETTER
WINTER 2005

.....

O! why be sad though winds are wild,
And skies are foul with rain,
The sun will shine upon the hills,
And springtime come again;
It is not always winter lad,
And driving sleet and snow,
The thrush will sing when May is here
And hawthorn blossoms blow.

At the Sign of the Three Bonnie Lassies
Ammon Wrigley.

EDITORSHIP OF SHS BULLETIN

The most important item of this issues newsletter is the requirement of the Saddleworth Historical Society for a new Editor of the Society's Bulletin. This is a prestigious post carrying with it a Committee position at the centre of the Society's activities, guiding society policy and selecting articles for publication in the Bulletin. The appointment is a challenging one searching the Society Archive and examining the local history of the several Saddleworth villages for material to publish and interest our discerning membership.

SALES AND MARKETING

Another Committee position is available of a new Sales and Marketing Executive to assist our Publications Officer in selling the Society books and various publications to a wide market of Bookshops, Stores, Newsagents and other potential Sales venues.

Please contact the Society Chairman, Michael Buckley on 01457 82 0015 or the Vice Chairman, Stanley Broadbent on 0161 785 8268 if you are interested in either of these positions.

FORTHCOMING LECTURES AT THE MUSEUM 7.30 pm.

.....

Wednesday 8th February, 06

Bernard Barnes Memorial Lecture.
The Woman at Peterloo. Michael Bush.

Thursday 16th March, 06

Governing a Saddleworth Village:
the Uppermill Local Board 1868-1895
Michael Fox.

Thursday 18th May, 06

Robtus Brabent to Robert Broadbent:
Seven Centuries of the Broadbent family of Golcar.
Robert Broadbent.

PLEASE NOTE - NEW VENUE FOR JUNE DAY SCHOOL

.....

We wish to inform members that the DAY SCHOOL Springhead: the Building of a Community, is to be held at the Springhead Congregational Church, Radcliffe Street, Springhead, Saddleworth, instead of the Museum. The date is the same as announced in the syllabus Thursday 10th June, 2006 at 9.30 a.m. A booking slip will be enclosed with the next Bulletin and you can be assured of a session of very interesting lectures.

Our last lecture on the 1st December, 05, was a joint venture by Neil Barrow and Alan Petford entitled 'Thornton Hough; creating a Traditional Idyll on the Wirral.' The subject provided an entertaining evening learning about Lord Leverhulme's home on the Wirral Peninsular and the model village he created for his workers and his most successful Sunlight Soap Factory. His enterprise allowed him to create a perfect village of ideal cottages and produced a living legend that obviously is still alive today. Indeed, no doubt on the helm of this knowledge the Saddleworth Civic Trust had organised a day trip outing to Port Sunlight which proved to be a most enjoyable venture.

CONSTITUTION AMENDMENT

.....

As a result of a proposal which was passed at the Annual General Meeting on the 8th of December, 05, it was sanctioned that the Committee shall have the power to co-opt officers and up to sixteen other members. And the Committee shall have the power to co-opt officers or members during the year within the above total.

SADDLEWORTH CIVIC TRUST

.....

Thursday 23rd March, 06
7.30 pm. Saddleworth Museum.

Processing of all Textiles in the UK
An illustrated talk by Andrew Palliser,
Lecturer, at Styal Mill, Cheshire.

Thursday 11th May, 06,
7.30 pm. Saddleworth Museum.

Denton Hall & Mediaeval Life of other Local Halls.
Presentation by Mr. Frank Brown.

Sunday 21st May, 06.
1.45 pm. Meet at George Lawton Hall,
Mossley.

Heritage Walk - Quick & Brookbottom to Lydgate.
Guided walk by Alan Petford & Michael Buckley.
Stout shoes recommend.

To join the Civic Trust contact Mrs. Lorna Gartside on 01457 87 3195

SADDLEWORTH WORKERS' EDUCATIONAL ASSOCIATION.

.....

The Annual General Meeting was held in September, 05: Kath Walls retired as Secretary and Dorothy Latimer retired as Treasurer. Two new Officers were elected to continue the work of the W.E.A., along with several other Committee members.

The positions of Secretary & Treasurer were taken over by Ann Buckley and Gordon Jackson respectively.

New Committee members are always welcome: Help to arrange courses by joining the Committee; ring Ann Buckley on 01457 87 2881 if you are interested.

Two Courses are currently running:-

Seaside Pleasures: A History of Coastal Resorts in Northern England & North Wales
Tutor: Michael Fox. Commenced 9th January, 06 Monday evenings for 10 weeks.

Genealogy: Tracing your Family Tree. Tutor: Jean Sanders.
Commenced Tuesday 24th January, 06, on Tuesday evenings for 6 weeks.

FRIENDS OF SADDLEWORTH MUSEUM FORTHCOMING EVENTS.

.....

Friends Coffee Mornings & Boutique.	2nd Wednesday each month. 10-30 am. - 12.30 pm. New Times
Farmers Markets.	2nd Sunday each month.
Spring Trip.	Wednesday 1st March, 06 to St. Anne's-on-Sea.
Plant & Homemade Stall.	Sunday 21st May, 06
Model Railway Exhibition.	Saturday & Sunday 17th & 18th June, 06

ART EXHIBITIONS

.....

4th February - 5th March, 06 11th March - 2nd April, 06 8th April - 5th May, 06 13th May - 11th June, 06	Paintings by Ian Mackay. The Woodend Contemporary Artists. TAG (Textile Art Group Exhibition) The New Manchester Group.
Temporary Exhibitions.	Delph Donkey, Granny & Grandpa, Saddleworth Civic Trust.

MUSEUM OPENINGS TIMES: WINTER.....	Monday to Saturday 1.00 pm. to 4.00 pm. Sunday... 12 noon to 5.00 pm.
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**AN AWARD OF THE CHEVALIER DE LA LEGION D'HONNEUR
to MR. LESLIE HULL of DELPH.**

.....

Congratulations must be accorded to Mr. Leslie Hull, a resident of Delph, who, last year was awarded the medal of Chevalier de la Legion d'Honneur for his part in the raid on the Merville Gun Battery on the 6th June, 1944, as a member of the 9th Battalion of the Parachute Regiment.

The presentation was made by the French Ambassador to the U.K. in London.

Leslie had previously served in India, the Western Desert and subsequently in the Ardennes and finally with the Amercian Parachute Brigade in the Rhine crossing in which 3000 aircraft took part.

MEMBERSHIP SECTION.

.....

We wish to welcome nine new members who have joined the Society since the publication of the last Bulletin.

Mr. & Mrs. D.N. Swann, France.
Mr. Peter & Mrs. Judith Hurst, Greenfield.
Mr. John Skelton, Mass. U.S.A.

Ms. Sue T. Travis, Denshaw.
Mr. & Mrs. Alan & Mrs. Anne Knott, Uppermill
Ms. Jo Buckley, New Zealand.

Mr. & Mrs. David Swann are researching their family tree and inform us that David's Gt. Grandfather was David T. Swann who was the postman in Delph and mentioned in K.W. Mitchinson's book 'Saddleworth 1914-1919' also JPW Mallalieu's book 'On Larkhill'.

Mr. John Skelton from Sharon, Mass., U.S.A., says he was born and raised at New Tame and Castleshaw 1938-1956. Does anyone have recollections of John or his family connections ?

Ms. Jo Buckley from New Zealand is about to pursue her research for Robert & Mary Buckley who lived at Coldhouse Farm, Roebuck Lane, Strinesdale, Saddleworth in 1901. We have been able to forward a map showing the position of Coldhouse Farm and hope this will be beneficial in her geographical knowledge of the area.

Please contact Mrs. Elsie Broadbent on 0161 785 8268 if any member has contributory information re the above researches.

OBITUARY

.....

The news during December from Mr. Peter Lawn that his mother Mrs. Esther Shaw Lawn our American Benefactress had died in California brings sorrow to our Society that time robbed us of such a good friend. She loved her Saddleworth roots and through her relationship with her cousins Alec & Phyllis Schofield maintained what to herself was a precious Northern England contact. Condolences have been passed to her family in the USA from the Committee and our Members.

OBITUARY

.....

We are sorry to learn of the death of Councillor Mrs. Betty Boon of Grasscroft, who was a member of the Society, a former Oldham Education Committee chairman, Parish council Chairman on two occasions and a well known Parish Councillor who had contributed a great deal to local affairs in the Saddleworth area with her energies and experience. She will be sadly missed and condolences have been extended to her family.

MEMBERSHIP RATES FOR 2006

.....

A renewal slip is enclosed with this Bulletin showing the Subscription for 2006 and we would be pleased to receive an early response which will enable us to strengthen our achievements in Local History. You can be assured that your membership is greatly valued and appreciated by the Committee.

Family Membership.....	£14.00
Single Membership	£12.00
Retired Family & Single	£ 9.00
Student	£ 9.00
OVERSEAS.....USA & Canada	40 dollars or £15.00 Sterling.
Australia & NewZealand...	£15.00 Sterling.

OVERSEAS email

It was decided at the Annual General Meeting during December, 05, to offer a second form of payment for Overseas Members, using the Pay Pal system, email only for the sum of 15 dollars. Members taking advantage of this subscription will receive the Bulletin and other communications only by email.

ALL OVERSEAS SUBSCRIPTIONS. email... 15 dollars.

Please see separate subscription form.

J. Hindle. February, 2006

