

# Saddleworth Historical Society Bulletin



*25 January 2.30 pm. A washed jug at Saddleworth Museum.*

**Volume 49**

**Number 3**

**2019**



# Bulletin of the Saddleworth Historical Society

Volume 49

Number 3

2019

The Saddleworth Casualties of Peterloo 73  
*Mike Buckley*

The Development and Decline of Railways in the Saddleworth Area - Part 3 of 4 86  
*David Wharton-Street and Alan Young*

The Delph Independent Chapel Bell 101

An Early Saddleworth Telephone Directory 102

Cover Illustration:

**Sketch of Peterloo Commemorative Jug in Saddleworth Museum by artist John Hewitt.**

Limited edition prints may be purchased on-line at:

<https://www.weaversfactory.co.uk/art-for-sale/john-hewitt-peterloo-jug>.

*Saddleworth Museum.*

©2019 Saddleworth Historical Society and individual contributors and creators of images.



## THE SADDLEWORTH CASUALTIES OF PETERLOO

**Mike Buckley**

Geoff Woodhead, in his account of Saddleworth's involvement in Peterloo and of local radicalism at the time, lists the names of some of the Saddleworth casualties and gives a brief description of their injuries.<sup>1</sup> Since then, Michael Bush's book, *The Casualties of Peterloo*, has provided the most comprehensive list of those injured and killed.<sup>2</sup> This article examines the Saddleworth casualties, ten in all, in more detail, and attempts to put flesh on the bare bones of the contemporary accounts. The casualties were largely poor men who left little account of their existence in the written record, beyond perhaps the date and place of their marriage, their wife's name and the baptisms of their children. They were too poor to own land so are not mentioned in land transactions, too poor to leave wills, and in several cases had died before the first two surviving census returns, twenty and thirty years later. Nevertheless, even with this sparsity of information, in many cases a picture of their life does emerge and there are one or two surprises.

The sources used by Bush were lists of casualties drawn up at the time. Those relevant to the Saddleworth casualties were: the list of Henry Hunt, the organiser of the rally (Hunt's List); the list by the Relief Committee awarding payments to the injured (Relief List); both of these drawn up in 1819; and the Appendix to the Metropolitan and Central Committee Appointed for the Relief of Manchester Sufferers, published in 1820 (MCC Report). This latter list was essentially the same as that published by the *Manchester Observer* in the same year. Details of these sources are listed in Appendix 1.

### **Joseph Bottomley of Knowsley**

In the published lists of casualties Joseph Bottomley is either listed as of New Breaks, Oldham (Hunt's List) or in others as of Knowsley or Knowsley near Oldham. New Breaks is clearly an error for Stonebreaks which is only a short distance from Knowsley and proof that he lived at Knowsley in Saddleworth is proved by entries in the registers of Greenacres Independent Chapel which record baptisms of three children of Joseph and Sarah Bottomley of Knowsley in 1819, 1821 and 1823. The MCC Report and *Manchester Observer* describe Bottomley as aged 22, a spinner with one child. This is corroborated by the registers which record the birth of their first child William Henry on the 31st January 1819. The couple had been married at Middleton on the 19th May in the previous year, both being described as of Middleton Parish, perhaps casting doubts on his Saddleworth origins. His occupation at the time of marriage was given as cotton spinner.

Hunt's List describe his injuries as 'sabred on the shoulder' and the Relief List as 'sabre cut on the right shoulder and beat about the head with a truncheon' and that he received 20 shillings relief. The MCC Report and *Manchester Observer* add that he was disabled for two weeks.

The family had moved from Knowsley to Derker by 1825 when their fourth child, Violet, was christened at Greenacres, their residence at the time given as Lowerhouse Mill. Was Bottomley running the mill? Gurr and Hunt describe the mill, built in 1821-4, as then occupied by a number of tenants.<sup>3</sup> Three other children followed, the last being baptised at Greenacres in 1832. The next record of the family is the 1841 census when they were residing with their two youngest children at Chapel Row, Salem. Ten years later they had moved to Gale in Littleborough. Then aged 54, the census described him as a cotton spinner, born in

---

<sup>1</sup> Geoff Woodhead, 'The "Peterloo Massacre" and the Saddleworth Connection', *SHS Bulletin* (2002), Vol. 32, No. 1, pp 3-12.

<sup>2</sup> Michael Bush, *The Casualties of Peterloo*, (Carnegie Publishing, 2005).

<sup>3</sup> Duncan Gurr and Julian Hunt, *The Cotton Mills of Oldham*, (Oldham MBC, 1998), p. 76.

Saddleworth; and his wife, Sally born in Silkstone. Moving forward another ten years to 1861, we learn with surprise that he had prospered and, as a cotton spinner, presumably now running a factory, was employing 150 men. Still living at Gale in Littleborough he was also now employing a house servant. Bottomley was clearly a very capable man with some education - as a young man he had signed the marriage register. So far his death has not been traced. Despite their marriage at Middleton, the later census entries confirm that he was originally from Saddleworth. The Bottomleys were a well established Saddleworth families that for many generations had been Independents so it comes as no surprise that he and his wife had attended Greenacres Chapel.

### John Brierley of Valiant Castle

In the Relief List John Brierley is described as of Valiant Castle, Saddleworth and that he was ‘thrown down and trampled by the cavalry and crushed by the crowd, [his] breast hurt. He had some bread and cheese in his hat which saved him from being cleft with the stroke of a sabre.’ The MCC Report and *Manchester Observer* accounts add that he was a spinner, aged 31, with four children and that ‘his breast [was] crushed by being down in the crowd and hurt by Cavalry horses going over him.’ He was disabled for 1 week. ‘This man’s hat was completely cut through, but happening to have some bread and cheese in the crown saved his head.’ He received 20 shillings relief.

Valiant was a small cottage on Back o’th Low Road in Strinesdale, a short distance north of Dixons. It is shown on the 1822 Township map and first series 1851 6in OS map but by 1890 it had been demolished.<sup>4</sup> John Brierley was married at Saddleworth on the 4th July 1813 to Betty Jackson, both then of Strines. As a John and Mary Jackson were also living at Valiant around this time and a daughter of theirs baptised at Greenacres Independent Chapel in 1820 it seems likely they were his wife’s relatives. The Township Rating Survey indicates that Valiant was in the tenure of a John Jackson in 1822.<sup>5</sup> In 1813, 1814 and 1816 the baptisms of three of their children took place, two at St John’s, Hey and one at Greenacres; another, Ben, was baptised in 1820. In each case John Brierley is recorded either as a spinner or cotton spinner and his residence is given as Low Brook or Strines. Between 1822 and 1833 seven other children were born in quick succession. John and Betty Brierley seem to have had no clear attachment to any one church and their baptisms, rather confusingly, alternated between St Chad’s, Saddleworth, Greenacres Chapel and Providence Chapel, Springhead. By 1833 eleven children in all are recorded. It also seems possible that another child had been born between 1816 and 1820 but was not recorded in the registers. A son, Isaac, of the right age is listed in the 1841 census and if he is included, this would account for the four children mentioned in the MCC Report and *Manchester Observer* in 1819.

During this period we learn from the registers that by 1828 the family had moved from Valiant to Hurst Field at County End. They were settled here until about 1832 after which they are described as of Nether Lees. They were in here in 1841 but by 1851 had moved back to Hurst Field. All the earlier references refer to John Brierley as a cotton spinner and in 1841 he was described as a cotton warper but in 1851, aged 63, he was employed as a gardener. It is tempting to assume this was at the nearby Wellfield House. He died in 1856, aged 68, and was buried at St Chad’s Saddleworth; his wife Betty died in 1868 aged 74. They are probably buried in the Lower Yard at St Chad’s, where John had earlier purchased grave no 233 following the death of one of his children. The censuses indicate that many of his numerous children settled in the County End area.

---

<sup>4</sup> M. Buckley et al, *Mapping Saddleworth I*, (SHS, 2007), pp. 54 and 149; *Mapping Saddleworth II*, (SHS, 2010), p. 190.

<sup>5</sup> *Mapping Saddleworth II*, p. 214.



<https://luna.manchester.ac.uk/luna/servlet/s/05w83f>

**Figure 1. Early Nineteenth Century Commemorative Medal**

#### **Joseph Brooks of Quick**

The Relief List recorded that Joseph Brooks of Quick, Saddleworth received a sabre-cut on his forehead and had a tooth knocked out by the butt of a musket and his elbow dislocated. He was awarded 20 shillings relief. The MCC Report and *Manchester Observer* stated ‘this man was severely knocked about by the butt of a musket’ and added that he was aged 27 and a weaver and that in addition to the 20 shillings relief he had also received relief from the local committee.

Beyond these accounts little information can be gleaned about Joseph Brooks. It seems likely he was the son of John and Betty Brooks, variously of Grasscroft, Staley, Grotton and Lydgate, and that he was baptised at Lydgate on the 13th October 1793. No children are mentioned in the Peterloo accounts so it seems likely he was a single man at the time. No references to a Joseph Brooks can be found in church registers or the 1841 and 1851 census returns so he had probably left the district after 1819.

#### **Joseph Buckley of Woodbrook**

Aged 44, Joseph Buckley was one of the oldest of the Saddleworth casualties. He was baptised at St Chad’s on 20th August 1774, the son of James Buckley, of Loadhill, clothier, and Hannah, his wife. He married Alice Winterbottom in 1804 at Saddleworth and from then until 1819 they had five children, the two youngest, twins, and just one year old at the time of Peterloo. The family were living at Lydgate for most of this time and it was here that most of the children were baptised; the exception being the first child who was baptised at Greenacres Chapel. A further child was born in 1823 and by this time they had moved to Woodbrook.

Hunt’s List records that J. Buckley of Woodbrook, Saddleworth was sabred on the shoulder by a man who rode a skewbald horse. The MCC Report and *Manchester Observer* provided more details. Joseph Buckley, of Woodbrook, Saddleworth, aged 44, and a weaver with 4 children, received a sabre-cut on the shoulder by a trumpeter and was knocked down and trampled on; his left leg hurt seriously. He was disabled for two weeks and received £1 in relief.

One anomaly between this account and the church register records is the description of him as a weaver; in all the church registers he is recorded simply as a labourer. He died in 1828 and

was buried at Lydgate. According to the registers he was then in his 50th year, making him four years younger than the age stated in the Peterloo Lists. As the Peterloo age agrees with his baptismal date it would seem it is the church records that are in error.

Joseph's wife was left to bring up their teenage children. In 1839, she re-married at Oldham to John Lawton and they settled at Walkers. He was then described as a labourer but in the 1841 census as a cotton spinner. A decade later he was described as a beer seller and licensing records indicate he was then keeping the Dog and Pheasant at Walkers view. The couple were still running the pub in 1861, Alice, then aged 78, listed as blind in the census.<sup>6</sup>

### Edmund Dawson of Strines

Edmund Dawson was one of the fourteen people killed at Peterloo, and one of the seven sabred by the cavalry.<sup>7</sup> Hunts List records that he was sabred in the head. This was also reported in *Wheeler's Manchester Chronicle* on the 21st August 1819. A statement from the Yeomanry, of those taken to the infirmary on the day, reported that he died on the 31st August from a sabre wound. A Coroner's inquest into his death was held on the 4th September when the jury concluded he 'died from a wound on the head, inflicted by a sabre or other sharp instrument but how or by whom such wound was given, no satisfactory evidence was adduced - wilful murder not allowed'. Geoff Woodhead, also referenced by Michael Bush, stated that he and William Dawson were in possession of a pole surmounted by a cap of liberty, and Michael Bush adds that they both died defending it.<sup>8</sup> No source for this report, however, is given.

The registers of St John's Church, Hey, record his burial on the 4th September following - 'Edmund, son of David Dawson, Sandmill, Saddleworth, aged 18 years'.

David Dawson, his father, petitioned parliament two years later:

15<sup>o</sup> die Maii 1821 (N<sup>o</sup> 589)

'A Petition of *David Dawson*, of *Staines*, in the township of *Quick*, in the Parish of *Saddleworth*, in the County of York, was presented, and read; setting forth, That on the 16th of August, 1819, the son of the Petitioner, *Edward Dawson*, a youth of 16 years of age, attended a Public Meeting advertised to be holden at *Manchester* that day; that from the very peaceable habits of the son of the Petitioner he was fully satisfied of the innocence of the views of his son in attending the Meeting; that the Petitioner is quite convinced that his son neither intended harm to others nor anticipated it to himself; neither did the Petitioner do so, otherwise he would not have suffered his son to have attended the said Meeting, who did so attend in the full, but, as it unfortunately happened, vain confidence that the Laws would protect him; that the son of the Petitioner arrived at the place of the Meeting in *Manchester* about one o'clock at noon; that he had not been there long before the greatest agitation and confusion began to manifest itself in the Meeting, owing to the people assembled being attacked by a considerable number of Yeomanry Cavalry and Special Constables; that the son of the Petitioner then endeavoured to make his escape from such a scene of confusion and blood, when he was prevented from so doing by the Yeomanry Cavalry, one of whom struck him a severe blow on the head, which staggered him much, and which blow was immediately followed by another that laid him

<sup>6</sup> Bob Magee, *Springhead and Lees Pubs including Alt* (Neil Richardson, 1996), p. 18.

<sup>7</sup> Michael Bush lists these as John Ashton, John Ashworth, Thomas Buckley, James Crompton, Edmund and William Dawson, Margaret Downes, William Evans, William Fildes (an infant), Mary Heys, Sarah Jones, John Lees, Arthur Neil, and John Rhodes. He excludes Martha Partington who was crushed in a cellar. She is included here because the crush resulted directly from the stampede caused by pursuing cavalry. William Dawson is excluded for reasons given below.

<sup>8</sup> G. Woodhead, 'The Peterloo Massacre and the Saddleworth Connection', p.40.

## THE SADDLEWORTH CASUALTIES OF PETERLOO

completely senseless on the ground, from whence he was taken to *Manchester* Infirmary, where he lingered 15 days, and then died of the wounds inflicted on him on the before mentioned 16th of August; that the Petitioner needs hardly state to the House the grief and misery which this sudden privation has inflicted on him; That the Petitioner has been led to believe that under our Constitution there is no wrong without a remedy; that the Petitioner feels in this case he has suffered a most grievous wrong, for which no remedy has been given; that as our Courts of Law refuse to institute a judicial enquiry into the transactions at *Manchester* before alluded to, and as inquiry is, in the opinion of the Petitioner the preliminary to justice being done, he intreats most humbly, but, at the same time, most earnestly, That the House will be pleased immediately to institute such an investigation into the transactions at *Manchester* on the 16th August 1819, as may lead to complete justice being inflicted on the really guilty parties in those memorable, and to the Petitioner sorrowful transactions.'

The petition together with seventy others from the Peterloo casualties seeking an enquiry were declared technically flawed and brushed aside by the authorities.

What more is known of the family? His parents David Dawson and Betty Lees had been married at Saddleworth on the 8th January 1781; Edmund, baptised at Oldham on 15th November 1801, was their ninth child. From Highmoor, they moved to Austerlands and then, in about 1795, to Strines. Nothing more is known about Edmund, the youngest of the Saddleworth casualties. His father was a clothier, but his siblings in the 1841 census were all working in the cotton trade - so perhaps he had been too. His father was able to sign his name on the marriage register so perhaps his sons had also received some education. But this is supposition - there are no other records to shed more light.

His father only outlived his son by another two years. The *Manchester Observer* reported on the 21st September 1821 'Died, on the 10th inst., at his home in Strinesdale, Saddleworth, Mr David Dawson, aged 64, father of the late Edmund Dawson, who was killed on the plains of Peterloo, on the memorable 16th of August 1819. He was interred on the 13th, by the side of his much-lamented son, which awakened fresh recollections of that ill-fated day, and added pungency to the grief of the deceased's relations and friends. From 20 to 30 of the neighbouring tenants dined at his house on the day of the funeral. Thus did the untimely death of the son, "bring down the grey hairs of the father with sorrow to the grave."

Associated with Edmund Dawson in the various reports was another Dawson, William. Hunt's List states 'William Dawson, Saddleworth, killed by the cavalry. Died 1 September in the infirmary.' The MCC Report listed 'William Dawson, Saddleworth, sabred and crushed. Killed on the spot.' But there are no supporting records of William Dawson's existence. There is no reference to him in the local church registers, no baptism and no marriage and, more telling, no record of a burial anywhere following his death.

Robert Poole has concluded:

'There is no direct evidence that William Dawson of Saddleworth was killed or injured at Peterloo. He was listed as "DEAD. killed by the cavalry; Died Sept. 1, in the Infirmary". This is copied 12 years later by Hunt and (without the detail) in the 1822 *Manchester Observer* list of dead, but both sources significantly fail to list Edmund Dawson, suggesting that there was only one dead Dawson. William does not appear on any of the Infirmary lists, although Edmund does. The Metropolitan Relief Committee, did not find him in the infirmary and decided he must have been 'sabred and crushed' on the field. They did not see him, and must have been relying on verbal information. The *Manchester Observer* list of January 1820, which updates their original list in *Peterloo massacre*, simply lists his name among the injured, a list which does not include any of the dead. (The promised list of the dead did not appear at the time. Michael Bush states that the same information appears in the *Manchester Observer* list as the *Peterloo massacre* list, but this is not the case). The *Manchester*

## THE SADDLEWORTH CASUALTIES OF PETERLOO

*Observer* list of dead on 22 April 1822 also includes his name alone; it preserves others errors in listing 'John Ashworth' (instead of Thomas), and in omitting William Fildes' first name. Three newspapers which report inquests on Edmund Dawson fail to report an inquest on William, even though he supposedly died only a day later. There is no record of his being buried at Lees, but there is a record of his *not* being buried there, as only Edmund is mentioned in the registers and in the report of the father's death in 1821. It is not the case that he was injured but did not die, as he appears in no list of those injured, so most likely he didn't exist.<sup>9</sup>

### John Fielding of Quick

According to the Relief List John Fielding of Quick in Saddleworth was knocked down and trampled on, his left knee much crushed. He was attended to by Dr Earnshaw and disabled for 7 weeks. Awarded 30 shillings relief. The MCC Report and *Manchester Observer* added he was aged 50, a weaver with one child.

John Fielding was the oldest of the Saddleworth Casualties. A John Fielding, son of Eli Fielding, [cloth] dresser by Ann, his wife, of Saddleworth was baptised at St Georges', Mossley on the 27th July 1766. He was one of eleven children of Eli and Ann Fielding, nine of them baptised at Mossley. The family lived at Quickwood and the parents were buried at Lydgate, Eli in 1818, aged 66 and Ann in 1829, aged 85. The family were wealthy enough to afford a gravestone. The 1841 census demonstrates that many of their children settled in the area and in 1841 there were Fielding families living in Quickwood, Quick, Carr Hill, Brookbottom, Lane End, Lane, Lydgate and Thornlee, all apparently descendants of Eli and Ann. John Fielding is not among them and there is no trace of his marriage or children's baptisms in the local registers. The only John Fielding in Saddleworth at this time was a John Fielding living at Back of the Hill, Denshaw. He was the right age and a cotton weaver, but the census return states that he was not born in Yorkshire. Other John Fieldings are recorded in the Shaw and Oldham registers and it therefore seems unlikely he was the Peterloo veteran.



*Peter Fox Collection*

**Figure 2. Detail from Contemporary Commemorative Handkerchief showing a Saddleworth Banner on the Platform**

<sup>9</sup> Robert Poole, personal communication.

**James Lee(s) of Stoneswood, Delph**

James Lees is an intriguing character and the account of his injuries and treatment the most vividly portrayed of all the Saddleworth casualties. What is particularly fascinating is that his name was Lee not Lees, yet he seems to have accepted the constant mistakes of others and become reconciled to it. He is referred to as Lees in all the official reports of the events at Peterloo.

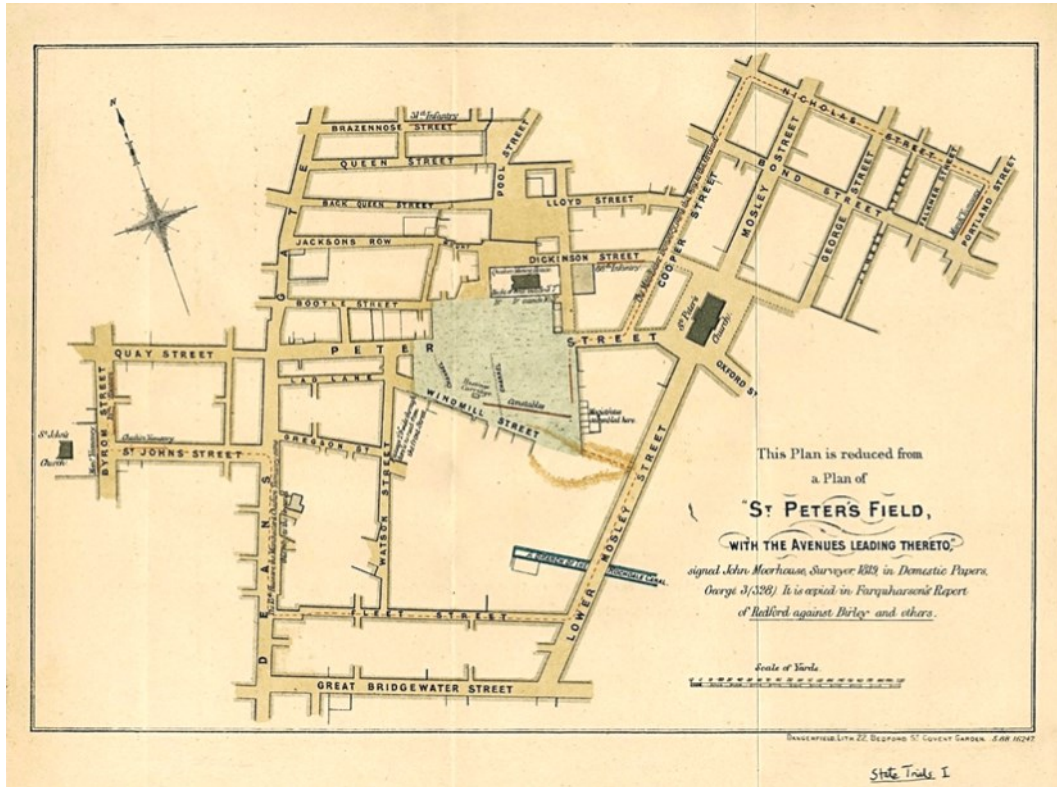
Hunts List reports that he lived near Delph and that he received two sabre-wounds on the head. Further details appeared in the MSS Report and *Manchester Observer*. 'James Lees of Stoneswood, near Delph, 2 desperate cuts on the head, one 5 inches long by one 15th [Hussars]. He was taken to the Infirmary and, after being dressed, one of the junior surgeons ordered him to a bed and put a ticket with his name on it. Dr Ransome asked him if he had had enough of meetings. On his reply in the negative he was ordered to leave the place immediately. £2 received in relief.' In his severely wounded state he was forced to walk the twelve miles home to Delph. He provided more details of the day's events and his plight in a petition to parliament in 1821:-

(N<sup>o</sup> 632)

'A Petition of *James Lees* of *Stoneswood*, in the township of *Quick*, in the parish of *Saddleworth*, and in the County of *York*, was presented, and read, setting forth, That a public Meeting being advertised to be holden at *Manchester*, on the 16th of August 1819, that the Petitioner attended that Meeting with no intent whatsoever of doing hurt to anyone, nor with any thought that any one would do any harm to him; but when the Petitioner arrived on the ground where the hustings were erected, and where there was a great concourse of peaceable men, women and children, and had been there for the space of about an hour, the Petitioner, along with the rest of the assembled people, was charged with the *Manchester* Yeomanry with sword in hand, without any provocation, cutting right and left, as if they had been hewing stocks or stones; and the Petitioner striving to make his escape from the inhuman havock they were making with their fellow-creatures, the Petitioner was pursued by two of the inhuman monsters to a Quaker's meeting-house, and there received two wounds from their swords on the head, which brought him to the ground, but Providence interposing, by a man pulling the Petitioner into his yard, and laying a plaster on to the Petitioner's head, his life was saved, and the Petitioner, by the help of another man, was got to the *Manchester* Infirmary, where one of the Doctors mates dressed his head, and showing him the bed he was to sleep in, when one of the head Doctors came into the room where the Petitioner was, and asked him if he would come to a Meeting again; the Petitioner said, he was not going to make any promises, when he, the Doctor, ordered the Petitioner to put on his clothes and begone home, for the Petitioner was undressed, and the mate told him, the Doctor, that he was not fit to go, but the Doctor said he must, and the person that went with him, the Petitioner, assisted him till they got to a public house, where he remained till some of his neighbours inquired for him, when two of them had to support him, the one hold of each arm, for the distance of twelve miles, for he was faint with the loss of blood, and when he got to his home his life was despaired of, and he was three weeks unable to do any work, with a wife and two small children; and the Petitioner not being able to get any redress by Law, thinketh that the only way to gain a remedy is, by petitioning the House to institute an inquiry into the transactions done at Manchester, so that justice may be obtained by the humble Petitioner.

His parents John and Mary Lee had moved into Saddleworth from the Huddersfield area in 1793. James was their eldest son and, born out of wedlock, was baptised at Dobcross on the 6th June 1793. His parents subsequently married at Huddersfield in November that year. By 1801 they had moved to Stoneswood near Delph. They both lived to witness their son's misfortunes at Peterloo, his mother Mary, dying in 1825 and his father in 1840.

## THE SADDLEWORTH CASUALTIES OF PETERLOO



Peter Fox Collection

**Figure 3. Map of Manchester showing the location of St Peter's Field**

James married Sarah Batty at Saddleworth in 1816 signing the marriage register with a cross. A daughter Betty was born the same year and a son John, two years later. The boy died a few months before Peterloo. The second child mentioned in his petition was not born until 1820. They had four more children, a daughter in 1825, twins in 1826 and another daughter, Ann, in 1828; only Betty and Ann survived childhood. In the registers he is described as John Lee of Stoneswood, weaver; in only one instance is he described John Lees. The census return of 1841, on the other hand, lists him as John Lees, woollen weaver, aged 45. He was then living with his wife, daughter Ann, and a servant Ann Wood, aged 50. It seems more likely that Ann Wood was a lodger rather than an employee. By this time they had moved to High Moor. His wife died early in 1851 and was buried in the Lower Graveyard at Saddleworth. Their grave is listed number 956 on the graveyard plan. The census of that year lists him as James Lee of Highmoor, widower, woollen cloth weaver, his unmarried daughter, Ann, was then a cotton factory operative. Ten years later he was living alone and had apparently abandoned hand loom weaving, James Lees again, he was simply listed as a labourer. He died in 1865 and was buried at Saddleworth. The register records him as James Lees, aged 68, but he would in fact have been 72 based on his baptismal date and the age stated elsewhere. Being illiterate it is perhaps easy to see how his name could be misrepresented so often, even in his petition to parliament. Was he aware of these errors or just resigned to them? It would be interesting to check the spelling on his gravestone, if it exists, but the grave site is presently inaccessible due to overgrown shrubbery.

An interesting footnote is a reference in 1820 to his younger brother Thomas Lee. In the *Hue and Cry and Police Gazette*, of the 19th August 1820 it was reported that 'Thomas Lee, a cotton weaver, born at Saddleworth, Yorkshire, fair complexion, grey eyes, light brown hair, enlisted at Manchester; deserted April 5, from his Majesty's ship Tribune at Plymouth.' Despite this, Thomas subsequently married in 1822 and also settled at Stoneswood. In the baptism registers he was described initially as woollen weaver but later as cotton twiner and by the 1841 census as a stone cutter. He also later moved from Stonewood to the High Moor area.

**James Thewlis, Strines Fold**

In the Peterloo casualty lists James Thewlis is also referred to variously as Phulis, Thulas, and Thurlis but clearly the references are to the same man as his residence is always given as Strines Fold in Saddleworth. The correct spelling Thewlis is confirmed by the baptismal entries of his children at Greenacres Chapel; between 1811 and 1825 - seven children of James and Sarah Thewlis of Strines Fold were recorded.

Hunt's List, with almost the correct spelling of his name, but a corruption of Strines Fold, reported that James Thewles of Strinesfield, in Saddleworth, was severely trodden on the legs; the Relief List, that James Phurlis of Strines-fold, Saddleworth: 'got the calf of his right leg trod from the bone' and that he was unable to follow his employment for 6 weeks (Certified by Dr Earnshaw.). He was awarded 40/- final. His injuries were more vividly described in the MCC Report and *Manchester Observer*: James Thulas of Stainesfold, Saddleworth, aged 35 and a weaver with 4 children - his right leg was so dreadfully trampled on that the flesh was severed from the bone. 6 weeks disabled. £2 received in relief.

Although the four children mentioned, and another three born after Peterloo, were all recorded as from Strines or Strines Fold, it seems that James Thewlis was not originally from Saddleworth. There is no record of his baptism or marriage at Saddleworth or Oldham. The family did not stay in Saddleworth; by the time of the 1841 census, they had moved across the valley to Waterworks Road, in Waterhead. In the census return he is listed as a stone getter (presumably quarry man). He must have made a good recovery from his injuries to be able to carry out such a physically demanding outdoor job. Listed with him in the census were his wife, Sarah, two daughters Eliza and Sarah, and a son, Robert. Both daughters were cardroom hands and Robert was described as a carrier. James and Sarah's ages were given as 50, but as the 1841 census rounded ages down to the nearest five years for adults, this is close to the age given in the Peterloo reports. The census also provides a further clue to his origins in that, although he was then living in Oldham, he stated that he was not born in Lancashire. Yorkshire or Cheshire?

He died three years later and was buried on the 24th April 1844 at Greenacres Chapel. The register records 'James Thewlis, in his 58th year, Water Works Road.'

**Daniel Whitehead of Woodbrook**

Daniel Whitehead was from a good family, his ancestors were yeoman farmers and clothiers, and his close relatives mill-owners at Woodbrook. But he spent most of his life in relative poverty as a landless weaver.

According to Hunt's List he was 'trampled upon and much bruised'; and the Relief List recorded that: 'he had a saber-cut on his left arm' and 'was down and trampled on and for some time insensible. A weaver with 9 children. 40/- final.' The MCC Report and *Manchester Observer* provided the fullest account: 'aged 40 and with 9 children. Severe sabre-cut on the left shoulder, which knocked him down, and was much trampled on. 3 weeks disabled. Was carried off the ground in an insensible state. £2 received in relief.'

He was the eldest son of Thomas Whitehead, clothier, and Mary, his wife, of Woodbrook and was baptised at Hey Chapel on the 25th August 1776. His father Thomas, was a younger son and, on the death of Daniel's grandfather, the extensive family property had passed to Thomas's younger brother Robert Whitehead. Daniel married Mary Wrigley in 1808 and by 1819, according to the Peterloo record, they had had nine children. The baptism of six of these are recorded in the registers of Providence Independent Chapel, Springhead and one was baptised at Lydgate. The other two children's baptisms must have taken place before 1814, the date of the earliest recorded. Another child, Daniel, was born in 1821 and a daughter, Alice, a little later. One account, at present uncorroborated, states that he also had two illegitimate sons before his marriage.<sup>10</sup> Daniel was the eldest surviving legitimate son, and his father's heir, although any prospect of an inheritance must have seemed unlikely.

## THE SADDLEWORTH CASUALTIES OF PETERLOO

In the 1841 census Daniel, the father, is recorded as a woollen weaver, aged 60. of Woodbrook. Four of his children were living with him, Two of the elder daughters and Daniel were described as cotton piecers and the youngest Alice as a cotton frame tenter. By the next census in 1851 the family's status seems to have deteriorated, Daniel, the father is described as 'Formerly Woollen Weaver & Pauper' and his son Daniel as a road mender. What happened next was a twist of fate of Dickensian proportions. Daniel's uncle Robert Whitehead died childless in 1857 and, at the age of 81 he inherited a large estate at Loadhill and Woodbrook. The 1861 census described him as 'Retired Woollen Weaver & Landed Proprietor'. But despite his new wealth, four years later, frail and suffering from old age, he entered the Saddleworth Workhouse. He died there on the 10 October 1866 at the age of 90.

The epilogue to his life story is even more astonishing. His son and heir, Daniel, described in the 1861 census, as a labourer in a stone quarry, inherited his father's wealth.<sup>11</sup> Within a short time he sold his inheritance; a 30 acre farm at Loadhill and cottages at Woodbrook that had formerly been a teasing mill.<sup>12</sup> With the £1,025 realised he then went on a spending spree, swelling the takings of the White Hart, Lydgate and other local hostelrys. The story is told that 'he would take pleasure from throwing handfuls of coins over the Tap-Room floor and watching the mad scramble to collect them.'<sup>13</sup> His exploits entered into Saddleworth folklore and earned him the nickname 'Brass Dan'. It is said that within three months he was penniless. By 1871 he was an inmate in the Saddleworth workhouse and spent the remaining years of his life there as a pauper. He died at the age of 60 in 1883.

### Joseph Wrigley, of Quick

Hunt's List reported that Joseph Wrigley of Quick, in Saddleworth was trampled by the horses and that he was with John Lees when he was wounded (John Lees, a Waterloo veteran and the son of a mill owner in Oldham, subsequently died from his injuries). 'Knocked down and trampled on. Was injured internally, a month unable to work. Certified by Dr Earnshaw. This man knew James [John] Lees and saw him cut. 40/- final', was the account of the Peterloo Relief List. The MCC Report added that he was aged 36 and with 5 children, and that 'Dr Evans has certified this to be a very serious case. Further information about the circumstances behind his injuries emerged at his inquest, the most fully documented of all the inquests that took place after the event. It was reported that he fell of the hustings, and 'had his hat cut by a Yeoman' and that 'on the day he had with him the handle of an old umbrella to serve as a walking stick'.

Unfortunately, little more is known about him. Church records and census returns do not enable him to be clearly identified; there are several Joseph Wrigleys alive at this time. Although he is reported as of Quick, he must have been there for only a short time and no record has been found of the baptism of his children in the Saddleworth, Mossley or Oldham Churches and Chapels.

The baptism of a Joseph, son of Timothy & Ann Wrigley, of Stonebreaks, Saddleworth, weaver, took place at the 20 November 1785 at Greenacres Chapel; Timothy was from Castleshaw, the younger son of a Friarmere yeoman family. But this identification is by no means certain, little more can be found of this son of Timothy Wrigley. One entry which seems more certain is the baptism at Lydgate of Ann, the daughter of Joseph and Mary

---

<sup>10</sup> B. Barnes, 'Saddleworth Gazeteer: Loadhill Farm', *SHS Bulletin*, Vol. 1, No. 2 (1971), p. 18.

<sup>11</sup> Administration of Daniel Whitehead late of Loadhill, widower, yeoman, d. 10 Oct 1866 at Runninghill. Granted 27 Dec 1866 to Daniel Whitehead, of Loadhill, labourer, son and next of kin.

<sup>12</sup> West Yorkshire Archive Service (Wakefield), Indenture 2 March 1868. Daniel Whitehead of Load Hill, labourer to Abraham Leach of Waterhead Mill, surgeon. Messuage, barn, shippon, stable &c at Loadhill in occupation of Charles Scanlon with closes containing 30a 2r 3p and cottages at Woodbrook formerly occupied as a teasing mill, Daniel Whitehead tenant, Register of Deeds, 1868 601 705.

<sup>13</sup> B. Barnes, 'Loadhill Farm', p.18; E. Roberts, 'At the Whyt Harte Inn', *SHS Bulletin*, Vol. 25, No. 4, (1995), p.15.

Wrigley of Quick, Cloth Dresser on the 17th January 1819. This seems very likely to be one of his children. But nothing more can be found.

### The make up of the Saddleworth Contingent

The casualties with one exception, James Lee[s], were all resident in the Quickmere, the most western division of Saddleworth, the area closest to the Lancashire cotton districts and the part of Saddleworth which adjoined the radical areas of Oldham and Lees. See Figure 1. It is probably statistically safe to assume that the distribution of their residencies is indicative of where most of the Saddleworth party were drawn from. This is not surprising, most of the cotton workers were here and Lydgate was not only central geographically but also a centre in terms of radicalism. The veteran reformer, John Knight, one of the organisers, had originated from Quick and the Saddleworth marchers had close links with Lees, a particular radical area led by the quack doctor, Dr Joseph Healey. In 1813 the national reformer, John Cartwright, wrote that his petitions to Parliament had ‘met with extraordinary success at the smallest place he visited: the weaving village of Lees, in the Pennine foothills, east of Oldham.’ Although a Saddleworth Union for Parliamentary Reform had been established at Delph in 1813,<sup>14</sup> by 1819 the focus of protest appears to have moved to Lydgate. A semi-political Union then met regularly at the White Hart.<sup>15</sup> The Saddleworth black flag, which was made in Lees by local residents, represented the Saddleworth, Lees and Mossley Union.

The number of casualties also gives some idea of the relative size of the Saddleworth contingent. An analysis of Michael Bush’s List reveals the Saddleworth numbers in comparison with those in the adjoining townships that made up the Oldham Procession to St Peter’s Field:

Saddleworth	10	Chadderton	3
Lees	4	Crompton	0
Mossley	0	Failsworth	9
Oldham	25		
Royton	10	Total	61

The number present at Peterloo has been variously estimated and Michael Bush has taken 50,000 as a reasonable assumption.<sup>16</sup> Similarly, various figures for the total casualties have been produced, it was said 650 at the time, but others were not recorded and Bush has stated that 700 is a more realistic figure.<sup>17</sup> These numbers reveal a casualty rate of just under 1 in 70.<sup>18</sup> Using this figure implies a Saddleworth contingent of about 700 persons. It was reported at the time that 864 marchers ‘in military order’ from Saddleworth, Lees, Royton and Oldham were counted passing through Oldham together with ‘a long straggling steam of men’ totalling 3000.<sup>19</sup> The Oldham procession, on arrival at Manchester, made up of the contingents listed above, based on a 1 in 70 casualty rate, would have been about 4,200 in number. When some of the 50 or so casualties whose residences were not recorded are included, the numbers are not very different from other estimates of 5,000-6,000.

One notable aspect of the Saddleworth casualty list is that no women featured. Women were a striking feature of the procession and were active participants (though perhaps sceptical ones) at a meeting of radicals held at Lydgate on the 4th May 1818.<sup>20</sup> Bush estimates that

<sup>14</sup> R. Poole, *Peterloo, The English Uprising*, (Oxford University Press, 2019), p. 79.

<sup>15</sup> E. Roberts, ‘At the Whyt Harte Inn’, p. 14.

<sup>16</sup> M. Bush, *The Casualties of Peterloo*, p. 49.

<sup>17</sup> M. Bush, *The Casualties of Peterloo*, p. 49.

<sup>18</sup> It has been suggested that the crowd in the vicinity of the hustings suffered the highest casualties and that many of the Oldham contingent were in this area and would therefore have suffered a higher than average casualty rate. This would imply a smaller Oldham (and Saddleworth) contingent than the numbers estimated at the time.

<sup>19</sup> R Poole, *Peterloo, The English Uprising*, footnote 57 to Chapter 12, p. 431; Chippendale (TNA, HO 42/193, fol. 343.

<sup>20</sup> R Poole, *Peterloo, The English Uprising*, p. 160.

## THE SADDLEWORTH CASUALTIES OF PETERLOO

women made up around one eighth of the crowd. Out of the 61 casualties listed in the Oldham contingent 7 were women, a figure consistent with Bush's estimate. So perhaps the Saddleworth women were either fewer in numbers or were simply fortunate in sustaining no injuries.

### Conclusions

The information gathered on the Saddleworth casualties shows that they largely resided on the western borders of Saddleworth, close to Oldham and Lees, indeed some attended Greenacres Chapel and St George's Church, Mossley. Several were non-conformists and had their children baptised at Greenacres or Providence Chapel, Springhead, although this might have been for convenience, rather than strong religious beliefs. Most were woollen weavers, although their children, in many cases, were employed in cotton manufacturing. Although



Mike Buckley

**Figure 5. Residences of the Saddleworth Casualties**

some were from well established Saddleworth families all were landless textile workers, who, unlike their ancestors, could not fall back on farming in hard times. But, with the exception of Edmund Dawson, and possibly Joseph Wrigley, they all seem to have survived their injuries and continued to lead active lives afterwards.

### Acknowledgements

I am indebted to Michael Bush's book *The Casualties of Peterloo* for the list of casualties and the account of their injuries as reported at the time. Most of the information obtained from church registers and census returns has been obtained from Ancestry.com and, although invaluable, the incompleteness of the record and errors and omissions in indexing, must be borne in mind. The registers themselves were also often poorly kept at this period with gaps

## THE SADDLEWORTH CASUALTIES OF PETERLOO

and omissions. Robert Poole book *Peterloo, The English Uprising* and his recent lecture to the Society has been a stimulus to this study and I am grateful to him for the information he has supplied on petitioners and for his helpful comments.

### APPENDIX 1

#### Sources on Casualties (from Michael Bush, *The Casualties of Peterloo*)

Hunt's List. *Henry Hunt's Addresses to Radical Reformers*, no. 12 (1831), pp 89ff.

The Peterloo Relief List. *Ryland's Library*, English MS 172.

List of persons taken to the Manchester Infirmary on 16/17 August 1819. *Rylands Library*, English MS 1197(28); Also printed with a few extra details in *Wheeler's Manchester Chronicle*, 21 August 1819.

Pearson's List of the Killed and Wounded: *Rylands Library*, English MS 1197(41); Also printed in *The Times*, 3 September 1819.

Samuel Bamford's list of 'wounded and badly bruised who went with the Middleton party'. *Passages in the Life of the Radical*, (1844), 1, pp. 224-5.

*Appendix to MCC Report: Report of the Metropolitan and Central Committee Appointed for the Relief of Manchester Sufferers* (London, 1820).

Manchester Observer List. *The Manchester Observer*, 22 and 29 January 1820.

## THE DEVELOPMENT AND DECLINE OF RAILWAYS IN THE SADDLEWORTH AREA - PART 3 of 4

David Wharton-Street and Alan Young

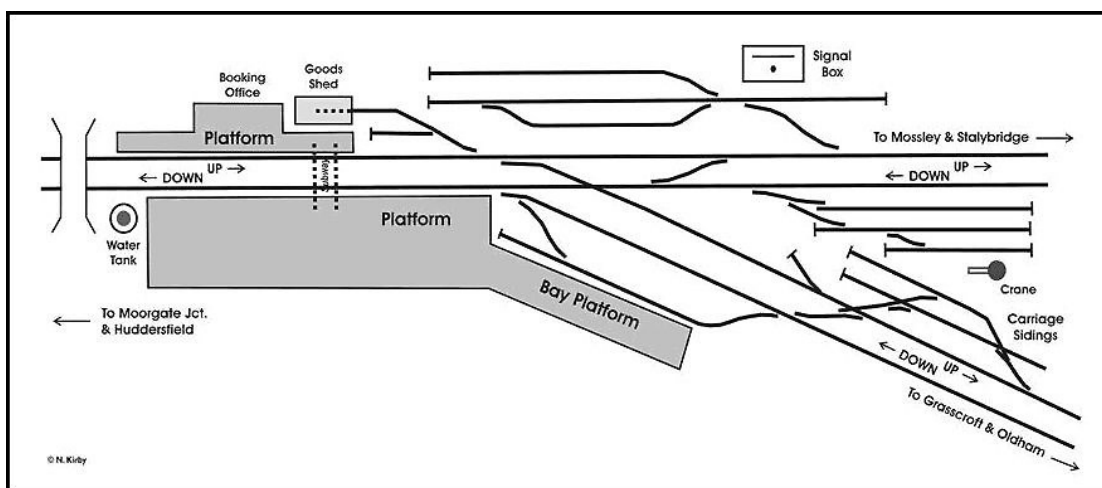
### THE STATIONS AND FACILITIES IN SADDLEWORTH (CONTINUED)

#### Greenfield Station

The station originally consisted of Up and Down platforms with the main station buildings on the Up platform (Manchester direction). The street entrance was on Shaw Hall Bank Road with steps and an elevated entrance building possessing a gable and decorated bargeboard similar to that at Saddleworth station.

At the southern end of this platform was a goods shed and sidings. The 'Tudor' style buildings and the platforms were constructed of local dressed stone and booking offices and waiting rooms were located on both platforms. Substantial wooden platform canopies and the roof of the goods shed were clad in slate.

With the construction of the Oldham to Greenfield line in July 1856, a bay platform was provided off the Down platform for services terminating at Greenfield from Oldham. At the same time a new junction was constructed between the Oldham branch and the main line and a goods yard with crane and carriage sidings on the Stalybridge side of the Down line (see Figure 24).



Nigel Kirby

Figure 24. Plan of Greenfield station post 1912<sup>42</sup>

In 1904 the goods facilities at Greenfield consisted of a warehouse, siding and a 5-ton crane. Chatterton's sidings (Delph branch)<sup>43</sup> and Whitehead's Royal George Sidings (Greenfield/Mossley) were listed under Greenfield. In due course an iron pedestrian overbridge was provided between the platforms, in place of the access to the Huddersfield platform from the road to Oldham.

Opened on the 1st August 1849 at the inauguration of the first passenger train service between Manchester and Huddersfield, the initial timetable consisted of five trains on weekdays and three on Sundays in each direction. By July 1851 the service had increased to seven trains in

<sup>42</sup> Nigel Kirby, [ribblevalleyrailway.co.uk](http://ribblevalleyrailway.co.uk).

<sup>43</sup> Railway Clearing House, *Handbook*, 1904.

## RAILWAYS IN SADDLEWORTH

each direction on weekdays but only two on Sundays. Following the opening of the Delph branch in 1851 and the Greenfield to Oldham line in 1856 the train service was nine on weekdays and four on Sundays. By the summer of 1860 *Bradshaw's* Timetable shows an increase to nine trains to Manchester and eight to Leeds, with the bay platform in use for terminating trains from Oldham.<sup>44</sup>

The LNWR timetable for summer 1911 indicates a significant increase in the trains calling at Greenfield with 34 in each direction (19 on the Oldham branch) including express trains to Liverpool and Leeds.<sup>45</sup> The 'peak' period to and from Oldham and Manchester is particularly well catered for; indicating that inhabitants within the Saddleworth area were seeking employment in the burgeoning industrial centres to the west and not looking towards the West Riding towns.



*Tony Harden*

**Figure 25. Greenfield station looking north-east; showing the original waiting room and canopy on the Huddersfield platform and goods shed on the end of the Manchester platform**

Following the Railway Act of 1921, the railway companies were grouped into four large concerns in 1923; the LNWR and Lyr becoming part of the LMS. With the LMS now owning the two main routes between Leeds-Manchester-Liverpool, the fast limited-stop expresses were withdrawn from the Standedge line and ran via the Calder Valley to Manchester and Liverpool from Newcastle/Leeds. The timetable for stops at Greenfield indicates the zenith of the local service on the line before the impact of public transport by bus, with a weekday service of 61 trains in the Oldham/Manchester direction and 59 towards Huddersfield (of which 36 were to and from Oldham).<sup>46</sup>

Greenfield lost its Delph and Oldham services following the closure of both routes on the 2nd May 1955. As a result, the bay platform became redundant and the track was duly lifted (see Figure 26).

Goods facilities ceased to operate in November 1963.

<sup>44</sup> National Railway Museum (NRM), *Bradshaw's* Timetable, Summer 1860, pp. 98-99.

<sup>45</sup> NRM, LNWR Timetable, Summer 1911, ALS4/132/C/2.

<sup>46</sup> NRM, LMS Timetable, Summer 1926, ALS4/134/B/2.

## RAILWAYS IN SADDLEWORTH

In the winter timetable for 1962 the train service had been reduced to 14 per day on weekdays in each direction, utilising the Manchester to Leeds service.

In 1960 British Railways introduced Class 124 six-car Diesel Multiple Units used and built specifically for the trans-Pennine route. In the late 1970s, the train formation was reduced to four-car hybrid sets. They were all withdrawn in 1984 and replaced by the new generation of Diesel Multiple Units (Pacers) in 1985.



*Estate of the late Geoffrey G. Hilditch*

**Figure 26. Greenfield station c.1966; showing the original bay platform and former line to Oldham**

Under the Local Government Act of 1972, in 1974 new metropolitan counties were created as well as boundary changes between counties. The new Metropolitan County of Greater Manchester incorporated Saddleworth as part of the Metropolitan Borough of Oldham. In transport terms the significance of the change was the creation of the Greater Manchester Passenger Transport Authority (GMPTA) out of the former conglomeration of the equivalent urban bus companies (SELNEC). All local stations within the new county became the responsibility of GMPTA. The objectives of the PTA were:

- to purchase service from British Rail and the bus companies,
- to dictate service frequency,
- to dictate the fares structure, and
- to maintain standards and repair of stations.

The PTA also demanded from British Rail the maximum use of its leased rolling stock. This created a problem between adjoining PTEs and in the case of Greenfield, West Yorkshire PTA terminated their services at Marsden and few local trains ran through Standedge Tunnel to call at Greenfield, thereby reducing the service. The GMPTA also found that it was cheaper to serve outlying districts by bus and this was the case with the constituent villages of Saddleworth.

With the extension of the tram system to Oldham, Greenfield is now the only railway station within the Oldham Borough.

The problem with many of the urban stations was that they were antiquated. As well as former station master's living quarters, which were no longer required, large waiting rooms were in place and canopies sheltered the platforms. The PTA therefore introduced a programme of removing the old facilities and replacing them with bus-style waiting shelters on the platforms and a modern ticket office where this was necessary. Greenfield was no exception and much of the Victorian station had been demolished by 1976.



*El Pollock*

**Figure 27. The Rebuilt Greenfield station buildings on the Manchester-bound platform; post 2009** <sup>47</sup>

Planning permission for the refurbishment of Greenfield railway station was granted in early 2008. This was to provide a new ticket office, refurbished waiting areas, toilets, and possibly a small shop, and was due to be completed in the winter of 2008. After some problems with planning regulations and the original building contractor going into administration - 'Rail station revamp hits the buffers'<sup>48</sup> - the new facilities were finally completed in spring 2009 (Figure 27). The ticket office is staffed on a part-time basis (Mondays to Saturdays, morning to early afternoon only) and there is also a ticket vending machine available. Step-free access is limited to the Manchester-bound platform only, as the Huddersfield-bound one can be reached only by footbridge.

#### **Moorgate Station (or Halt)**

Moorgate station was located on the main Manchester to Huddersfield line two thirds of a mile north-east of Greenfield station. Opened on the 1st January 1912, the station consisted of two timber platforms; on each was a simple waiting shelter with a canopy. A signal box at the end of the Down platform controlled the junction on to the Delph Branch. The unstaffed station was served by passenger trains between Delph, Greenfield and Oldham. As with

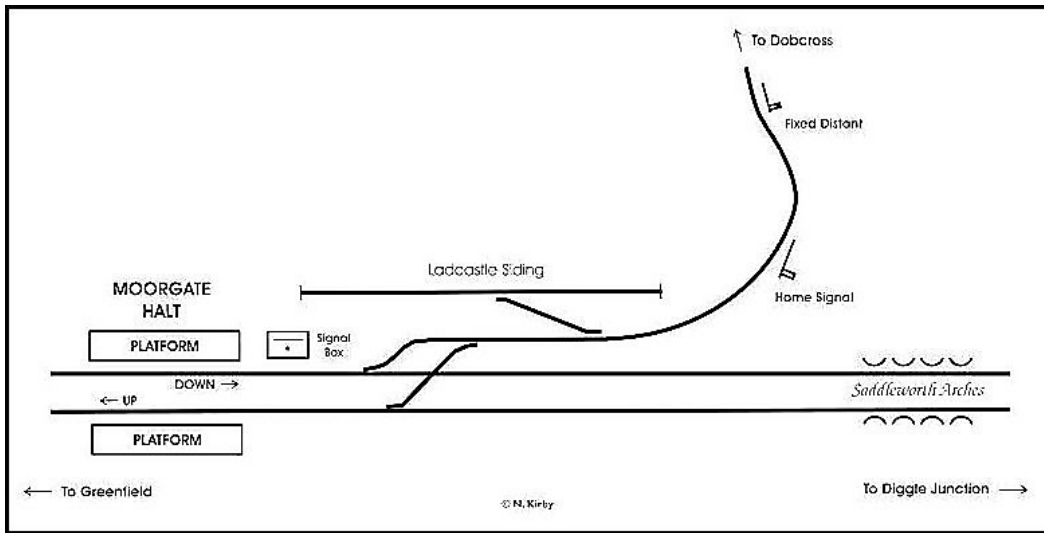
<sup>47</sup> <https://www.geograph.org.uk/photo/4005237> accessed 8/11/18.

<sup>48</sup> *Oldham News*, website, 20 March 2009.

## RAILWAYS IN SADDLEWORTH

Grasscroft and Dobcross, the LNWR considered Moorgate a 'Motor Station' without the 'Halt' suffix in the official name, although the RCH *Handbook of Stations*, and local residents, used the 'Halt' suffix.

The station closed simultaneously with the Delph Branch on the 2nd May 1955, the last passenger train having run on the 30th April. The location of Moorgate is now marked by a foot crossing over the railway at Uppermill, although no trace of the station remains. Nearby can be seen the foundations of Delph Junction signal box, where trains used to receive the token giving them authorisation to enter the single line section to Delph.



*Nigel Kirby*

**Figure 28. Plan of Moorgate station and junction on to the Delph Branch**<sup>49</sup>



*Jim Davenport, Saddleworth Museum Archives*

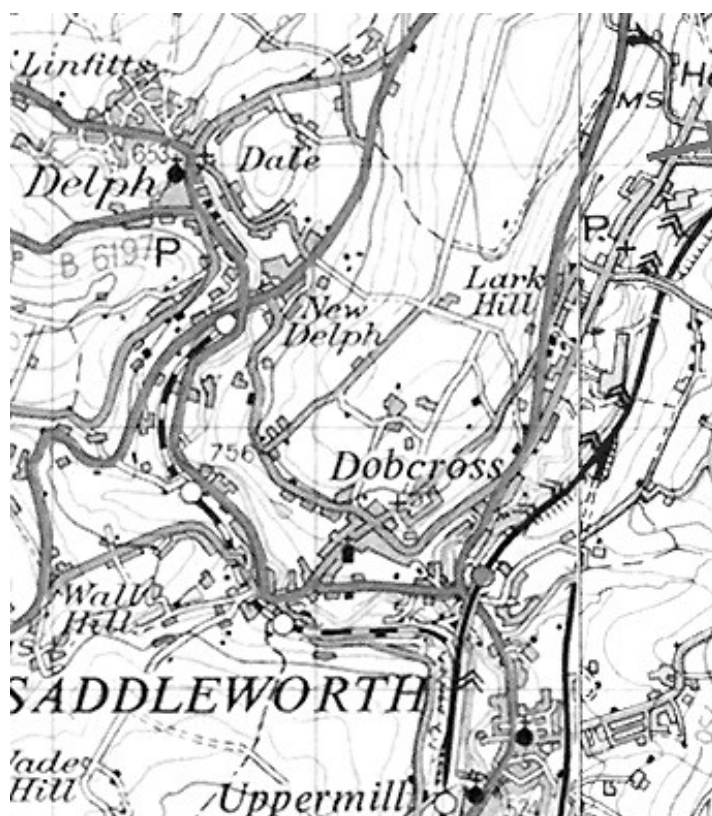
**Figure 29. Moorgate station with local Delph service on the Up platform: engine pushing from the rear**

<sup>49</sup> [Nigel Kirby, ribblesvalleyrailway.co.uk](http://NigelKirby.ribblesvalleyrailway.co.uk).

### Delph Station and branch line 'Halts'

The single-track Delph branch was only 1½ miles in length and it left the main Huddersfield-Manchester line a mile north of Greenfield.

Delph station consisted of a single platform on the Down (north-west) side with the building at its north-eastern end. As rebuilt in the 1880s it was a sandstone structure with a pitched roof crossed by three gables, the largest at the north-east end and a pair of smaller ones adjoining each other at the opposite end. Paired mullioned windows, with hood moulds, faced the platform; however, on the exterior elevation triple windows were provided, with narrow windows under the three gables at first floor level. The entrance to the platform was adjacent to the buffer stops, and the booking office was at this end of the building. A flat verandah with a serrated valance in front of the building sheltered the platform. The station master's house was beyond the end of the line, set at an angle to the station dictated by the adjacent road junction. The signal box was at the south-west end of the platform. Despite the constricted site goods facilities adjoined the passenger station. There were several sidings, a goods shed directly south of the passenger building, a coal depot and a five-ton crane. One siding originally extended to the Castleshaw reservoirs when they were under construction. On the down side of the line a siding and head-shunt served Bailey Mill, a woollen mill.



*Ordnance Survey*

**Figure 30. 1956 Ordnance Survey map of the Delph branch; showing the sites (white circles) of Moorgate (centre bottom), Dobcross, Measurements and Delph stations**

The Railway Clearing House *Handbook* for 1904 listed the facilities at Delph as handling goods, passengers and livestock and a 5-ton crane was provided; listed under the station were Hirst & Sons Bankfield Mill and Mallalieu's Siding.



*Saddleworth Museum Archives*

**Figure 31. Delph station with Bailey Mill in the background**

Opened on the 1st September 1851, the income to be gained from carrying passengers on the branch was probably seen as very limited by the LNWR. It may well have been for this reason that the company took the decision to work the new line not by steam locomotive but by horse. Whilst this may well be the origin of the ‘Delph Donkey’ name by which the branch has always been known, the title may also be a half affectionate, half exasperated comment by the local people about the perceived slowness of the service. Such dissatisfaction is clear from numerous items in the local press.

In Peter Fox’s article on ‘The Real Delph Donkey’, the ‘old jumping machine’ was recalled at the end of the century by the following item in the *Oldham Chronicle* for the 25th February 1899:

‘Death of Michael Stancliffe of Delph, the well-known coal merchant and carrier. He was 72 years of age. In Delph he was known to all. He came to the district close upon 50 years ago from Kirkheaton, near Huddersfield, to take charge, on behalf of the railway company, of the traffic between Greenfield and Delph. At that time passenger carriages and luggage trucks were shunted from the main line at Greenfield, and thence were drawn by horses along the single line to the village. It was the work of which the deceased had charge. When engines were brought into use for the branch line Mr. Stancliffe lost his employment, and subsequently became a carrier and coal dealer, and succeeded in building up an extensive business. The funeral took place on Wednesday afternoon. The Reverend H. Doig officiated.’

In May 1852 weekday trains left Delph for Greenfield at 6.53 am and 10.30 am and at 5.17 pm and 7.25 pm; arrivals from Greenfield were at 7.50 am and 11.12 am and at 5.47 pm and 8.00 pm. There was First and Second Class on all trains and Third Class on the 6.53 am departure; this train taking 30 minutes for the two mile journey to Greenfield, suggesting that it may have been horse-drawn. There was no service on Sunday.

With the opening of the line from Greenfield to Oldham on the 5th July 1856 two of the trains from Delph were extended to Oldham (Glodwick Road).

However, in 1857 a correspondent described the service to Delph as ‘imperfect’, and urged



*Peter Fox, Saddleworth Museum Archives*

**Figure 32. Delph station with siding to mill on left and goods shed and sidings on right**

that a public meeting be held to highlight what he refers to as the LNWR's neglect of the line:

'The public indignation of such treatment is becoming strong and if such things be not remedied it will be far better for the directors to shut up the line at once and return to the good old system of "horse trains" which at least had the convenience of safety and frequency to balance their lack of speed.'<sup>50</sup>

A second letter published three months later and quite possibly by the same correspondent, makes very similar complaints:

'To the Editor,

Sir, Will you kindly grant me space in your columns to make public the wants of this district as to railway accommodation, in the hope that the attention of the proper parties may be drawn hereto. Has it ever fallen to your lot, Mr. Editor, to travel, or attempt to do so, by the above named branch? If so, you will readily sympathize with those who have been equally unfortunate; if not you can form but a slight conception of the perils of such a journey.

We had far better accommodation during the reign of our old friend Paul, with his one-horse train. Then we had trains morning, noon and night, and why cannot we have so now. The time required for the engine to be run up to Delph from Greenfield with a passenger carriage alone would not be minutes and the expense a mere trifle, and I am certain the company would find it to their benefit therein.'<sup>51</sup>

Similarly, a few weeks later:

'For the really commodious carriage which has replaced the old jumping machine, that wouldn't go without dancing or stop without kicking, the public are thankful, but serious inconveniences are still felt and call loudly for a speedy remedy. Nor do the inhabitants of Delph ask for the consideration of the directors as a boon to themselves only, for there can be little doubt that the revenue of the Delph branch would be

<sup>50</sup> *Huddersfield Daily Chronicle*, November 1857.

<sup>51</sup> *Huddersfield Daily Chronicle*, 27 February 1858.

considerably increased - perhaps quadrupled - by a little attention to increased accommodation. In the first place, the times are very inconvenient...'<sup>52</sup>

To judge from these letters, the replacement of horse by steam power, a change which would seem to have happened when the working of the line was combined with that of the link from Greenfield to Oldham, did little to reduce the dissatisfaction of users of the line.

By 1860 service frequency had not improved and *Bradshaw's* timetables for the through service from Oldham to Delph via Greenfield show only three services in each direction on the Delph Branch and none on Sunday.<sup>53</sup>

For many years local residents appealed to the LNWR to improve their train service and station, but it was only by the late 1870s that matters came to a head in the form of a petition.

**'Petition to the railway company over inadequate passenger and goods facilities at Delph, March, 1879'**

'A memorial from the inhabitants at Delph to the Directors of the London and North Western Railway Company.

'We the inhabitants of Delph humbly memorialise your honourable board to take into consideration the inadequate arrangements, both with regards to passenger and goods accommodation, at Delph station.

'1. The approach to the station is through the goods yard, passengers having to thread their way between a number of carts, horses, lorries, & etc., & etc.. We ask therefore for an improvement in this.

'2. Your memorialists have to make an especial complaint of the want of a ladies waiting room. There is but one general waiting room that is a thoroughfare for everyone. There are no private arrangements whatever for the convenience of ladies, and we respectfully urge your favourable consideration of this.

'3. The platform is very short, and the trains cannot draw up clear on account of the goods wagons which have to be unloaded in the warehouse having to be put into this siding which is a source of great danger.

'4. The goods warehouse is very small; there is no room for storage, or for loading and unloading goods. The immediate extension of this warehouse is most urgently requested.

'5. A crane is also much wanted, the present one not being sufficiently strong to lift heavy weights causing useless journeys in many cases with carts and entailing expense.'<sup>54</sup>

In 1880 more trains were provided between Oldham and Delph:

Monday-Friday

Arriving at Delph: 7.08 am, 9.52 am, 1.45 pm, 5.05 pm, and 6.43 pm.

Departing from Delph: 7.25 am, 10.05 am, 2.20 pm, 5.20 pm and 6.50 pm.

plus an extra train on Saturday arriving at 9.00 am and departing 9.10 am. There was still no Sunday service. All the above trains ran to Oldham (Clegg Street).

However, there were complaints that the 6.50 pm departure from Delph incurred an hour's wait at Greenfield while the locomotive was scheduled to shunt the warehouse.<sup>55</sup>

---

<sup>52</sup> *Huddersfield Chronicle*, 13 March 1858.

<sup>53</sup> NRM, *Bradshaw's* Timetable, 1860, p. 99.

<sup>54</sup> M. & P. Fox, *The Delph Donkey*, (The Commercial Centre Ltd., 1984), Appendix 2.

<sup>55</sup> M. & P. Fox, *The Delph Donkey*, p. 8. Ref. 4. (LNWR North East Division Passenger, goods and mineral trains timetable for period commencing 1st January 1880, (LNWR Timetable 1880), pp 120-3).

Significant improvements were made to Delph station in the 1880s. By 1890 the population in vicinity of Delph had expanded as workers arrived to construct the Castleshaw reservoirs, and further trains were added; in December 1895 there were eight Monday-to-Friday departures from Delph and nine on Saturday. Extra trains were provided through the years for the Wakes holidays in September when the mills closed. As early as 1854 excursions enabled local people to visit Belle Vue Pleasure Gardens (Manchester) and Liverpool.

There is little recorded evidence of the goods traffic on the line, but the indication was that there was only one daily goods train, Sunday excepted. For example, in 1880 the train arrived at Delph at 8.00 am from Manchester (Longsight) and departed at 8.50. Thirty minutes were allowed to cover the 2½ miles from Greenfield to Delph but 50 minutes on the return journey. This allowed for the intermediate sidings to be shunted, of which eventually there were three:

- Ladcastle Quarry for stone and shale,
- Bridge Woollen Mill at Dobcross for off-loading coal,
- Bankfield Mill for off-loading coal.<sup>56</sup>

There is also evidence that passenger services occasionally conveyed goods wagons which the locomotive would sometimes shunt into one of the sidings. Peter and Michael Fox have analysed the evidence for goods traffic on the Delph branch:<sup>57</sup>

‘Passenger trains were regularly called on to carry goods wagons which the locomotive would occasionally shunt into at least one of the sidings on the line, as witness an incident in 1859, when the reduced speed of a passenger working, consequent on it having deposited a wagon at Bridge Mill, allowed it to pull up in time to avoid a rock fall in the nearby Tamewater cutting.<sup>58</sup>

‘A mixed train was in the timetable in 1880, the 5.30 pm from Delph to Stockport being scheduled to, “...convey selected wagons from Delph to Greenfield”<sup>59</sup>

‘Delph itself seems to have handled the most freight traffic, however, although in the early days the inhabitants weren’t too impressed with the facilities there for dealing with it (see Appendix 2 for the section of the already referred to 1879 petition about the small warehouse and inadequate crane).

‘Details of the volume of traffic passing into and out of Delph in the last century are sparse but a ledger recording wagons received at the terminus and dating from the mid 1890s survives and affords a vivid insight. Although the probably quite sizeable coal traffic on the line is excluded from it, nevertheless a total of 1,669 wagons are recorded in its pages as having arrived at Delph between the 16th of November 1895 and the 18th of August 1896. No details are given of the amount of general goods carried but even allowing for the small capacity of wagons of those days, and the probability that a proportion of them were empty, many thousands of tons of freight were obviously being conveyed each year to the yard at Delph.<sup>60</sup>

‘The originating points for these vehicles were very varied but the majority were despatched from Greenfield, Huddersfield, Dewsbury, Liverpool, Bradford and London, telling us something about the branch’s importance to the local woollen trade both as a carrier of raw materials and the first link in a chain of export for its finished products.

‘Woollen products and coal were the line’s staple traffics, the latter of course being used not just for domestic consumption but also for powering the steam driven

---

<sup>56</sup> Alan Young, *The Lost Stations of Yorkshire: West Riding*, (Silver Link Publishing, 2015).

<sup>57</sup> M. & P. Fox, *The Delph Donkey*, p. 14.

<sup>58</sup> *Huddersfield Chronicle*, 1859.

<sup>59</sup> LNWR Timetable, 1880, p. 122 .

<sup>60</sup> *Historical Model Railway Society Journal*, Vol. 6, No. 5, (January 1969), pp. 90-3, 112.

machinery in the textile mills in the vicinity. Apart from Bridge, and Bankfield Mills, Bailey Mill, occupying a dominant position adjacent to Delph station, was fed with coal over its own private siding from 1877 to the closure of the line.’

Shortly before World War I the LNWR improved the Oldham-Delph service. Saddleworth Urban District Council had requested the LNWR to provide stations at growing population centres at Moorgate and Tamewater (near Dobcross) and their wishes were taken seriously. In 1910 a ‘rail-motor’ No. 5507 was introduced, but it proved mechanically unreliable, and subsequently a Webb-designed ‘coal tank’ was briefly tried in May 1911, with the loco positioned between two coaches, as a ‘motor-train’.<sup>61</sup>

By the summer of 1911, the passenger service had considerably improved with ten trains in each direction on weekdays, twelve on Saturday, but no Sunday service.<sup>62</sup>

In January 1912 a full push-pull service began, accompanied by new ‘motor stations’: this was the LNWR version of the Great Western ‘halt’. One opened on the branch at Dobcross, and another on the main line at Moorgate, but only the Delph branch trains called there; a further motor station was opened simultaneously at Grasscroft between Greenfield and Grotton & Springhead.

By summer of 1926 the service had increased to nineteen on weekdays and twenty one on Saturday, all of which called at Dobcross and Moorgate.<sup>63</sup> A further stopping place, Measurements, opened on the branch on the 18th July 1932 for workers at Hirst Bros’ Measurements Factory.

An authority on the Delph branch was Geoffrey Hilditch who travelled to and from Hulme Grammar School in Oldham at the turn of the 1930s/40s in LMS years, and subsequently worked in the bus industry. He recalls that trains invariably consisted of four coaches, all of different designs. The coach at the Oldham end included the driver’s compartment where he controlled the regulator, brake, and whistle, and he could also let the fireman in the engine at the rear know the required direction of travel and if the valve gear needed notching up. At the Delph end, prior to 1938, was an ex-LNWR Webb-designed ‘coal tank’ adapted to push-pull working, based at Lees shed; it always pushed to Oldham and pulled to Delph. Hilditch recalls that the guard who patrolled the train to sell tickets to passengers boarding at the ‘halts’ would brook no ‘exuberant schoolboy horseplay’, imposed a modicum of decorum and discouraged fraternisation with girls on the train heading for their school in Oldham. In the time leading up to World War II, although the service with nineteen arrivals and departures on weekdays and twenty on Saturday appears generous, buses to Oldham left the railway station at half-hourly intervals, operating during a three-hour gap between trains (10.09 am to 1.18 pm) and offering journeys on Sunday, which the train did not. The railway passenger service gap provided a clear pathway for the daily goods train to and from Delph.<sup>64</sup>

---

<sup>61</sup> M. & P. Fox; *The Delph Donkey*, p.19, Ref. 3 (For more info. see *LNWR Miscellany* Vol. 2. (Oxford Publishing Company, 1980), p. 186).

<sup>62</sup> NRM, *Bradshaw’s Timetable*, Summer 1911, p. 510.

<sup>63</sup> NRM, *Bradshaw’s Timetable*, Summer 1926, p. 536.

<sup>64</sup> Alan Young, *The Lost Stations of Yorkshire: West Riding*; Geoffrey Hilditch, *Steel Wheels & Rubber Tyres*. (Venture Publications, Glossop 2017).

PLEASE RETAIN THIS HANDBILL FOR REFERENCE

## SPECIAL NOTICE

WITHDRAWAL OF PASSENGER TRAIN SERVICE

between

**OLDHAM CLEGG STREET and DELPH**

BRITISH RAILWAYS regret to announce that the undermentioned stations will be closed for passenger and parcel traffic on and from

**MONDAY 2nd MAY 1955**

**OLDHAM GLODWICK ROAD LEES GROTTON and  
SPRINGHEAD GRASSCROFT HALT MOORGATE  
HALT DOBCROSS HALT MEASUREMENT HALT  
DELPH**

GROTTON and SPRINGHEAD will also be closed to freight traffic.

### ALTERNATIVE FACILITIES

#### PASSENGERS

Nearest rail stations will be OLDHAM and GREENFIELD.  
Alternative road services are operated by Oldham Corporation and North Western Road Car Co.

#### PARCELS

Parcels dealt with at OLDHAM GLODWICK ROAD, LEES, GROTTON and SPRINGHEAD will from the above date be dealt with at OLDHAM MUMPS. DELPH parcels by GREENFIELD and SADDLEWORTH.

#### FREIGHT

From GROTTON and SPRINGHEAD full loads of Station to Station merchandise mineral and coal class traffic will be dealt with at Lees.

Full loads of freight traffic requiring cartage will be dealt with at Oldham Mumps as at present.

Traffic in less than truck loads for one consignee will continue to be dealt with by the present road motor collection and delivery service.

DELPH Goods Depot will remain open for the present to deal with full loads of non-railway handled merchandise minerals and coal class traffic.

Alternative arrangements for other full load and warehouse storage traffic displaced will be available at Friezland and/or Uppermill.

Traffic in less than truck loads for one consignee will continue to be dealt with by the present motor collection and delivery service from Oldham.

April 1955

BRITISH RAILWAYS

BR 35000

EA 271

Published by British Railways (London Midland Region) 4/55 Printed in Gt. Britain Jowett & Sowry Ltd., Leeds, I

*Ian Dimmore*

Figure 33. Oldham-Greenfield-Delph branch closure notice of April 1955

## RAILWAYS IN SADDLEWORTH

During World War II the Delph branch suffered a reduced train service and increased fares which reduced patronage and justified providing only two coaches. In 1948 the branch was allocated to BR London Midland Region, but the new operator made no improvements to the station itself; LNWR signs, including those for the separate gentlemen's and ladies' waiting rooms were retained, and LMS name signs in black and yellow remained in place, accompanied by gas lighting. At least one 'poster totem' giving the station name on the BR logo in London Midland Region maroon was pasted onto a notice board on the platform at Delph; this inexpensive form of signage is believed to have been employed only by this BR region.

Hilditch commends the stationmaster at Delph who managed, for the first time, to secure a Sunday service for the branch in the summers of 1953 and 1954, with a remarkably generous provision of nine trains each way; at that time there were thirteen Monday-to-Friday and nineteen Saturday departures.

In 1954, faced with an annual loss of about £28,000, BR had sought permission to withdraw the passenger service. Although not described as halts in the public timetable, the suffix was added to four of the stations in the closure notice (Figure 33).



*Oldham Chronicle, Saddleworth Museum Archives*

**Figure 34. Visit of Royal Train in June 1960** <sup>65</sup>

The final official passenger working on Saturday, the 30th April 1955, consisting of four coaches, left Oldham (Clegg Street) at 11.10 pm. However, such a crowd assembled at Delph station - including a farmer who, appropriately, brought a donkey with him - that the scheduled empty stock return working from Delph to Lees obligingly conveyed passengers to Oldham. The line formally closed to passengers the following Monday, the 2nd May 1955, and replacement buses began running, but within months their operators requested service reductions.

<sup>65</sup> *Oldham Chronicle*, 25 June 1960.

## RAILWAYS IN SADDLEWORTH

After closure the Delph branch hosted the Royal Train, enabling HM Queen Elizabeth, the Queen Mother, to spend the night of the 21st-22nd June 1960 undisturbed (Figure 34).

Goods trains continued, but traffic declined, particularly when the Bailey Mill no longer needed boiler house coal, and the branch closed completely on the 4th November 1963, whilst the Greenfield-Oldham line survived a little longer, until the 10th April 1964.

By August 1964 the tracks had been lifted from Greenfield to Delph. The station master's house at Delph was demolished on the 4th June 1963 allowing the adjacent road junction to be re-designed. The station building and platform remained after the rails were removed. These rails have long been removed, and today the building is in residential use and a charming verandah, unlike the design which formally adorned the station, has been added. The trackbed is now a recreational route to Dobcross and Uppermill, and some bridges, walls and buttresses remain along the way.



*Jean Singleton, Saddleworth Museum Archives*

**Figure 35. Dobcross in 1955**

### **Dobcross Station (or Halt)**

Opened on the 1st January 1912, Dobcross station was one mile south of Delph and located west of Spring Bow bridge over the Ladcastle Road, to which the station is connected by steps. The station consisted of a wooden platform and a small timber waiting shelter with a canopy. Like Grasscroft and Moorgate, opened by the LNWR on the same day, Dobcross was a 'Motor Station' although the RCH *Handbook of Stations* (and local people) described it as a halt.

Dobcross was included in the enhanced service from Delph to Greenfield which was introduced in 1912, with all trains stopping in both directions.

Closure took place when the Delph-Greenfield-Oldham passenger train service was withdrawn on 2nd May 1955.

**Measurements Station (or Halt)**

Measurements (sometimes suffixed ‘Halt’) opened on the 18th May 1932 and was constructed to serve the adjacent Hirst Brothers’ Measurements Factory. It consisted of a wooden platform with no waiting shelter. Train stops coincided with workers’ hours, on the services departing Oldham at 7.14 am and 7.50 am and the 12.04 pm (Saturday only) and 5.33 pm departures from Delph.<sup>66</sup> Measurements closed on the 2nd May 1955 when the Delph-Greenfield-Oldham passenger train service ceased.



*Oldham Chronicle, Saddleworth Museum Archives*

**Figure 36. Measurements showing access to bridge over railway**



*Saddleworth Museum Archives*

**Figure 37. Measurements circa early 1930s with Hirst Bros. Mill in background**

<sup>66</sup> M. & P. Fox, *The Delph Donkey*, p. 28.

## **THE DELPH INDEPENDENT CHAPEL BELL**

### **A manuscript note from the Delph Independent Church Collection in the Historical Society Archives, c.1966.**

Saddleworth then was the Parish Church of St Chads, and these people did not like some of the Church practices. So they decided to build their own place of worship. Money was raised, a plot of land was bought and then in 1746 the church was built. It was only small but big enough for the people who were to worship there. There was a pulpit, pews, a singing gallery for the Choir, a small organ and on the roof a little belfry, inside a Church Bell. Week by week this Bell was rung every Sunday morning saying 'Come to Church, Come to Church' and it continued ringing even after the old Church was pulled down and a new one built 100 years ago this May.

Then in 1889 Samuel Brierley who lived in Lees offered the Church a brand new Bell, and so on Sunday March 31st 1889, the old bell rang for Church Service for the last time. The Sunday School Teachers said Can we have the Old Bell in the Sunday School to ring for lessons, for closing of the School? And it served the Sunday School.

Then on August 25th 1912 that old bell was sent by rail to London to the Missionary Society who wanted a bell for one of their Foreign Mission Churches.

So two years before the first world war began the Old Church Bell from Delph Independent Chapel, sailed across the seas to begin life afresh as a new Church Bell. Where it went we don't know and whether it is still saying 'Come to Church, Come to Church' we can't say. But it is a happy thought that somewhere in the world it is still doing what it did in Delph.

#### **Editorial Note**

The new bell of 1889 bell is still in position. Its future though looks uncertain as development proposals for the Chapel have included removing the bell turret.



*David J.W. Harrison*

**Delph Independent Chapel Bell, 2019**

## AN EARLY SADDLEWORTH TELEPHONE DIRECTORY

(An extract from the St Chad's Church Magazine, November 1918)

LOCAL TELEPHONE DIRECTORY.			
EXCHANGE NO.	NAME	EXCHANGE NO. NAME	
Saddl.	10 Allott & Sons, Dobcross	Saddl.	65 Kenworthy, J. F. & Co. Ld., Uppermill
Saddl.	75 Ashton Water Board, Ashway Gap	"	76 Lawton, R. W., Uppermill
"	45 Ashton Waterworks, Uppermill	Delph	10 Lees Benj. & Co. Ld., Delph
"	25 Astbury & Pickford, Delph	Saddl.	12 Lees, J., Uppermill
"	88 Bagnall, Captain, Uppermill	"	50 Lund R. H. & Co., Diggle
"	56 Barracough, J. W., Greenfield	"	58 Lunn, C. H., Uppermill
"	8 Bent, Buckley, Dobcross	Delph	14 Mallalieu, Captain, A. H., Delph
"	15 Bird & Buckley, Grains Road	"	23 Mallalieu, F. W., Delph
Delph	24 Bradbury, Emily, The Grange, Uppermill	"	22 Manchester & County Bank, Delph
Saddl.	34 Bradbury, G. R. G., Uppermill	Saddl.	67 Manchester & County Bank, Uppermill
"	52 Bradbury, J. & Co., Uppermill	"	34 Meadowcroft, Hampson & Co. Ld., Uppermill
"	6 Bradbury, J. T., Westfield, Greenfield	"	32 Mitchell Mill Co., Greenfield
"	40 Brierley, B. T., Delph	"	68 Morton, R. S., Dobcross
Delph	3 Broadbent, M. & Son, Greenfield	"	89 Pearson, H., Ld., Uppermill
Saddl.	49 Broadbent, William, Dobcross	Delph	7 Platt, John J., Delph
"	78 Bruzard, A. S., Greenfield	Saddl.	70 Police Station
"	48 Buckley & Co. Ld., Greenfield	Delph	19 Price & Bruzard, Delph
"	31 Buckley, Mrs. J. F., Greenfield	Saddl.	47 Price, D., Uppermill
"	2 Buckley, Francis, Greenfield	"	71 Radcliffe, W. & Sons, Greenfield
"	20 Buckley, M. S. & F. S., Greenfield	"	56 Railway Hotel, J. Ward, Greenfield
"	80 Buckley, William, Delph	"	27 Ramsden, H., Dobcross
Delph	18 Burd, F. G., Dobcross	Delph	18 Ramsden, H., Delph
Saddl.	16 Burridge, J. J., Dobcross	Saddl.	29 Ramsden, H., Greenfield
"	60 Butterworth, D. & Co., Greenfield	"	43 Redford, James, Greenfield
"	36 Butterworth, E. & Sons, Ld., Denshaw	"	26 Rhodes, H. N., Uppermill
Delph	6 Chambley, R., Dobcross	"	61 Robinson Bros. Ld., Greenfield
Saddl.	9 Collins Prestwich & Co. Ld., Diggle	"	96 Robinson, Ernest R., Greenfield
"	94 Davidson C. & Son, Uppermill	Delph	17 Rothwell, T., Delph
"	15 Delph Industrial Co-op. Society, Delph	Saddl.	80 Rowbotham, E., Uppermill
Delph	8 Diggle Industrial Co-op. Society, Diggle	"	59 Saddleworth Golf Club, Uppermill
Saddl.	87 Diggle Rifle Range, Dobcross	"	11 Saddleworth Urban District Council, Uppermill
"	74 Drury, Canon, Vicarage, Saddleworth	"	39 Spring Water Bleaching Co., Uppermill
"	69 Eastwood & Carr, Dobcross	Delph	13 Storey-Bates, Rev. T., Delph
Delph	3 Farnhill & Hirst, Delph	Saddl.	4 Sykes & Campinot, Ld., Dobcross
Saddl.	20 Fletcher, Samuel, Dobcross	"	91 Sykes Bros., Uppermill
Delph	72 Garrett, W. Clegg, Delph	"	92 Sykes, Harry, Greenfield
Saddl.	12 Greenfield Bleaching Co., Greenfield	"	66 Tanner Bros., Greenfield
"	64 Greenfield Co-op. Society, Greenfield	"	7 Taylor, J. G. A., Greenfield
Delph	44 Gregory, George B., Delph	"	41 Taylor, Miles, Sharon
Saddl.	5 Workhouse, Saddleworth	"	79 Thornton & Higson, Uppermill
"	13 Workhouse, High Street, Uppermill	"	63 Uppermill Co-op. Society, Ld., Uppermill
"	77 Hampson, J. L., Uppermill	"	21 Watson Bros., Greenfield
Delph	21 Hanson, Brook & Son, Delph	Delph	9 White Lion Hotel, Delph
Saddl.	88 Herbert, J. & Co., Uppermill	Saddl.	19 Whitehead, John, Dobcross
"	84 Hirst Bros. & Co. Ld., Grasscroft	"	5 Wild, T. J. & Son, Uppermill
"	38 Holcombe Brook Co., Dobcross	"	37 Williamson, H. & Co., Ld., Uppermill
"	42 Hyde, W. E., Greenfield	Delph	24 Wood, J., Delph
"	53 Inglis, A. E., Greenfield	Saddl.	57 Wrigley, Anne. Mrs., Greenfield



