

# THE PARAGON

Journal of Stocksbridge & District History Society



Issue Number 27

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## A.G.M. Report Inside

### FROM WALDERSHELF TO STOCKSBRIDGE THE HISTORIANS

PAMELA CROSSLAND:  
THE PARISH OF ST. MARY'S, THEN AND NOW  
1968

Pamela Crossland's work is a study of the area, which places the Church at its focal point. The Church in the Middle Ages was not only the centre of village life but also the seat of local government. Well into the 20<sup>th</sup>. century the Parish Council had control over aspects of everyday life that we now consider to be purely civil matters, and are still responsible for the allocation of educational awards funded by bequests made more than a century ago

Although Ms. Crossland deals specifically with Church history - its origin as a private chapel of the Rockleys of Worsborough and later a chapel-of-ease for Bradfield St. Nicholas, its incumbents and patrons, she demonstrates how the influence of the Church was felt in more mundane matters.

She repeats the explanation given by Wallace Charlesworth for the name Unsliven Bridge: that it was originally "unshriven", and those who were to be baptised would enter the River Porter at that point and emerge "shriven", and that the stones were removed to Bolsterstone to collect water for Baptisms when the Bridge was widened in 1796. But she also presents John Wilson's theory that they were Druidic in origin and the crosses on them evidence of an attempt to Christianise them.

A useful explanation of the arrangements for the Registration of Births and Baptisms in the Chapelry is included - before 1736 this could only be done at Bradfield - but from that date the Bolsterstone Register included those of Midhope until 1813.

There are notes about the Parish hearse. The Parish

magazine, the list of Doles in the porch and the names of builders, churchwardens and benefactors, as well as the patrons and incumbents. Unfortunately, a later edition of the booklet in 1975, listing the Lords of the Manor, adds the patronym Wilson to the name of John Rimington 40 years prematurely, which adds to the confusion surrounding the Wilsons, Rimingtons, Rimington-Wilsons and Wilson-Rimington-Wilson.

There is little new information in Pamela Crossland's work, and she does acknowledge her sources as most of those we have already mentioned, but it should be recognised as a work which puts due emphasis on life in the last few hundred years as being centred on the Church.

*Brenda Duffield*

SHE REPEATS THE EXPLANATION  
GIVEN BY WALLACE  
CHARLESWORTH FOR THE NAME  
UNSLIVEN BRIDGE: THAT IT WAS  
ORIGINALLY "UNSHRIVEN"

### SOCIETY NEWS

Our new ARCHIVE should be installed by the end of the month in the main body of the Library. We hope to be able to arrange a Grand Opening some time in March,

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which will be well advertised.

ANNUAL SUBSCRIPTIONS become due in March. Please refer to the enclosed MINUTES OF THE A.G..M. for a change in fees to be paid by members attending meetings. For postal members, whose subscription also covers postage, the Treasurer's name and address:

Mrs. B.C. McKay, 574, Manchester Road, Stocksbridge,

recovered for scrap.

My research is on-going and any further information about the incident would be very welcome.

Roy Ashby, 32 Hopewell Way, Crigglestone, Wakefield, WF4 3PU,

Tel 10924 242541 or E mail Roy Ashby@lineone.net

Roy Ashby

## A WORLD WAR II AIR CRASH AT DEEPCAR

As a toddler, I remember an aircraft circling at roof-top height over my home at Station Road, Deepcar. It crashed onto Samuel Fox & Co.'s tip at Soughley. There is no public archive material of the incident, due to the imposition of a total media embargo at that time. The following report is a result of my own research into official R.A.F. and M.O.D. archives and the testimony of the sole surviving eye-witness.

At 6.20 pm. on 4<sup>th</sup> November 1942, a Lockheed Hudson of No.6 O.T.U., based at Thornaby, Teeside, got lost in fog while on a training mission and attempted to make a controlled emergency landing on Fox's tip. The three occupants were Pilot Flying Officer Hampson, Instructor Pilot Officer Tweedie and wireless operator/gunner Flying Officer Aust, who was hitching a lift to Ringway Airport, to be married.



LOCKHEED HUDSON—ORIGINALLY A LIGHT BOMBER, BUT LATER CONVERTED TO TRAINING DUTIES

As the Hudson approached the tip, a Fox's employee on "bomb watch", who was covering the tip and railway sidings, saw it coming down and waved a torch in a vain attempt to warn off the pilot, but the plane was by then committed to an "engines off, wheels up" landing. A wing-tip struck a bank of earth, the Hudson spun around and disappeared backwards down into the goyt at the bottom.

The eye-witness slid down the tip face and found the dazed pilot standing beside the wreck. Between them they extricated the other two seriously injured occupants and took them to Armitage's Brickworks for First Aid before transfer to Wharnccliffe Hospital. All three recovered from their injuries, but sadly, F.O.Aust was killed on active service in 1944.

The Hudson was a total write-off and was later

## FROM THE DIARY OF WILLIS BURGIN, SON OF A COAL MINER

Two miles from Lowood's Works was Wharnccliffe Craggs, and it was an open cast mine of coal and ganister. These minerals were loaded and carted by horses to the Company's yard. This seam got so deep it was impossible to work in those days. So the Company decided

to mine and to bring the minerals up their mine in Lowood's yard.

200 yards down the Company mine an old level was opened up called the Horse Level on the right side of the haulage road. It was two miles long with three pass-byes - one at

each end and one in the middle.

It was in 1907 at the age of 13 that I was given a job driving a pony in this new-to-old level. My pony was harnessed to pull both a long tail chain and a load of 12 full wagons. I sat on the first wagon, carrying a bull's eye oil lamp. This gave a much better light than a Davy lamp and was not easily put out.

Although the road was called a Level, it had its hills and dips. The Road was 5 ft.6 ins. high, well timbered with wooden bars and props, just wide enough for a train of wagons to run. At the side of the rails was a ricket 18 ins. wide carrying acke [ochre?] coloured water.

If I was unlucky and got a wagon off the rails, it took three men to put things right. Sometimes I got a jibbing pony that refused to pull and I had to use my leather strap, which the pony didn't like. The pony would up with his back legs and kick back at me, forcing me behind the first wagon and the prop with only 6 ins. room. Then I had to be ready to jump on the wagon, if the pony decided to pull the

train after all. After this happened, I would be in trouble for being late with my run with the rope-runner - an old man with a loud voice and bad language - who made me shed many a tear.

When I had been pony driving for two months, it was my last day before I was due to go on to another job on the same Level. As usual I approached the main haulage pass-by, where the Level was a little wider and steeper just before coming to the full and empty points in the pass-by. The full wagons gained speed, making the pony go faster to get out of the way of the on-coming empty wagons. 12 yards from the pass-by points I should put my right clog on the bumper at the bottom of the first wagon on which I was riding, leap forward to get in front of the pony to see if the points were correct for the full wagon. But this day, on my last run, things did not happen that way. I put out my right clog - but there was no bumper there - it had been broken off! This caused me to lose my balance and fall on the right side near the bottom of the props, my lamp went flying and I was in complete darkness. I pulled myself as close as I could to the props, and felt the rush of air as the wagons passed, billowing out my shirt. I got to my feet, a little shaken, worried about the pony and the run of wagons. Then coming towards me up the passage I saw a light and it was the rope-runner come looking for me. How relieved I was to find that the pony and the full wagons were all right!

The rope man helped me find my lamp, which was in the ridge of water, with broken glass. When I had taken my pony back to the stables I took my lamp back to the lamp cabin. The lamp man made me sign something and I was stopped 6d. out of my wages, but it could have been a lot worse!

piece of ground, part of Hunshelf Common, which said cottage went and does (go) by the name of HEATH HALL - George Wilkinson enjoyed it until his death about 40 years ago, and since that time James Wilkinson hath enjoyed and possessed the same peaceably and quietly til about 14 years ago, when Jonas Cook, John Brooksbank and Cornelius Bower, all of Oxspring, Robert Moor and Richard Ellis, both of Rough Birchworth, came to the said Joseph Wilkinson and told him they came by the orders of Godfrey Bosville Esq. and told him that they were directed by Mr. Bosville to tell Joseph Wilkinson that if he would turn tenant to Mr. Bosville, Mr. Bosville would reward him for so doing.

The said Joseph Wilkinson saith that he told the persons that, as his cottage and croft had always been reputed Mr. Wortley's, he would own no other person but Mr. Wortley to be the owner and landlord.

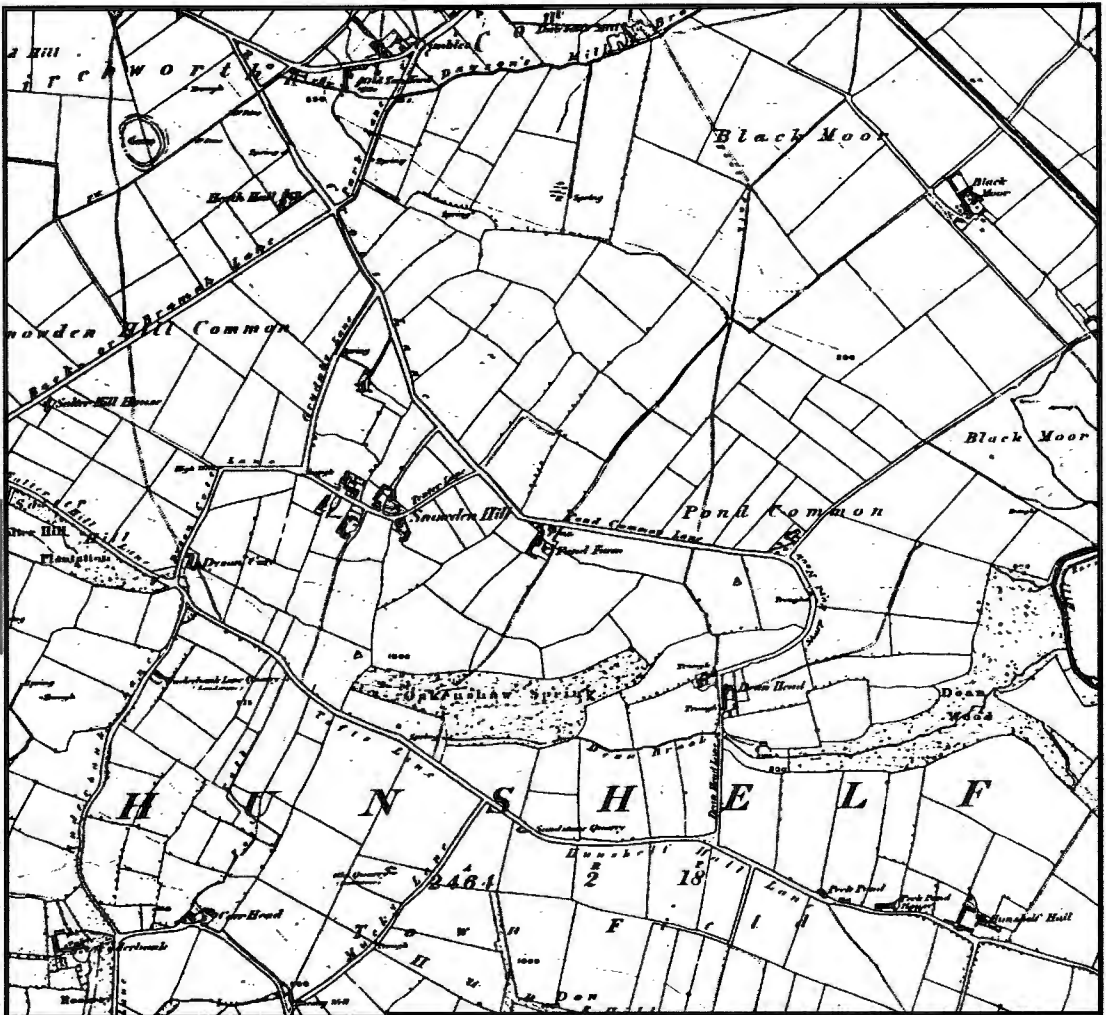
Joseph Wilkinson further said that about 70 years ago Sidney Wortley Esq. and Godfrey Bosville Esq., both since deceased, attended by others, met on Hunshelf Common and rode the boundaries thereof, after which there was a dispute between Sidney Wortley and Godfrey Bosville about the said boundary, before they parted. And that about three days after the riding, Wm. Burgess of Rough Birchworth came to Joseph W's father and Joseph heard Burgess say that

**A HUNSHELF BOUNDARY DISPUTE**

(CONTINUED)

**SOME EVIDENCES**

Joseph Wilkinson of Hunshelf Common near Snowhill in the Parish of Penistone, aged 78 years and upwards, saith that about 66 years ago the Township of Hunshelf assisted his father George Wilkinson in the building of a cottage on a certain



EXTRACT FROM ORDNANCE SURVEY 6" SHEET 282-1850, SHOWING THE AREA OF THE DISPUTE

STOCKSBRIDGE & DISTRICT

HISTORY SOCIETY

COMMITTEE

CHAIRMAN

ROY MALLINSON.....TEL. 288 8362

SECRETARY

BASIL SPOONER.....TEL 288 4456

TREASURER

BETTY MCKAY.....TEL. 288 2269

ARCHIVE LIAISON

BRENDA DUFFIELD.....TEL. 288 2349

MEETINGS ARE NORMALLY HELD ON THE SECOND  
THURSDAY OF EACH MONTH, AT THE LIBRARY,  
MANCHESTER ROAD, STOCKSBRIDGE AT 7.00 PM.

THE PARAGON

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PROGRAMME 2002

APRIL 11<sup>TH</sup>.

STEPHEN MOXON:

A STUDY OF LOCAL PLACE NAMES

MAY 9<sup>TH</sup>.

MR. K LOXLEY:

THE ABDICATION OF KING EDWARD VII

JUNE 13<sup>TH</sup>.

MARTIN OLIVE:

SOCIAL HISTORY IN THE GOLDEN AGE OF  
SHEFFIELD HEAVY INDUSTRY

JULY 11<sup>TH</sup>.

MRS. MARJORIE DUNN:

WHY "THE T'ALLI STONE?"- A HISTORICAL LOOK AT  
SHEFFIELD

AUGUST NO MEETING

SEPT. 12<sup>TH</sup>. MR R. BROWN:

THE LIFE AND TIMES OF WINSTON CHURCHILL

OCT. 10<sup>TH</sup>.

JOHN HARVEY:

STOCKSBRIDGE, AN ACCIDENT OF HISTORY?

NOV. 14<sup>TH</sup>.

PROF. DAVID HEY:

THE HISTORY OF PENISTONE

SAT. DEC. 14<sup>TH</sup>. CAROL SUPPER

Godfrey Bosville had ordered him and his other tenants in Rough Birchworth not to turn any of their goods onto the part of the Common south of the Howdike, nor on to any part of the Common belonging to the said Sidney Wortley, and that if they found any of their goods on any part of the Common belonging to Sidney Wortley, they were to remove them.

The above is truth as witness my hand this 30<sup>th</sup>. day of Dec.1754

Witnesses Joseph Wilkinson X his mark  
Thos. Kent  
John Wilkinson  
Timothy Wood

*W.E.Spencer*

HERBERT THICKETT

**M**y grandfather Edwin Thickett had an older half-brother christened Geho They had the same father, William, but Geho's mother, Hannah, died giving birth to her fourth child, aged 25. William must then have turned to her older sister, Mary Ann Broadhead, of Avis Royd Farm, to take care of the children. William and Mary Ann then proceeded to have four more children together, my grandfather Edwin being the youngest. In 1860 they moved to a farm in Dodworth, where the family grew up. Edwin married in 1884, came to Stocksbridge in 1887 and opened his tailoring business.

In 1888 at Silkstone Parish Church Geho. aged 34, a miner, married Diana Lincoln, whose father was a shepherd in Norfolk. At 19, Church Hill, Dodworth, their only child, Herbert, was born on May 10, 1891. The family then also moved to Stocksbridge, opening and living at a Fish and Chip shop, situated where the bus-stop now is outside the Library. The Stocksbridge Trade Directories show them in 1905, 1910 and 1927.

When speaking to Billie Sanderson, a family friend, then aged 90, I asked him about the fish shop, as he lived on Farmers Terrace, not far away. He said he remembered Herbert Thickett as a quiet young man, who had a "dressed-up" job at Fox's, but he never saw him after the First War.

I looked on the Stocksbridge War Memorial, and there I saw the name HERBERT THICKETT. In 1992 I wrote to the War Graves Commission, requesting details, and this was their reply:

PRIVATE HERBERT THICKETT, 39739, serving with the 2<sup>nd</sup>./4<sup>th</sup> Battalion, KING'S OWN YORKS. LIGHT INFANTRY, died 27 March 1918 and sadly, has no known grave. He is therefore commemorated by name, along with others from his Regiment, on Bay 7, of the Arras Memorial, France. We ascertain that he was born in Dodworth, and enlisted in Sheffield.

(To be Continued)

*Betty McKay*