



THE PARAGON

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A.G.M. REPORT INSIDE

50P [FREE TO MEMBERS]

PASTIMES AND GAMES

'When Ah were a lad!' should start these memories of bygone days.

During the 1930's one of the first games that I can remember was Ring a Ring of Roses, which was a good laugh and I'm sure every reader will know this game. I played it with my young grandchildren and they thought it hilarious.

We went paddling and swimming in Fox Glen, which used to be called the 'Clough', and what a lovely place it was then, with a wooden sweet shop, open at the weekends, swings, seesaw and sand-pit. It had concrete steps for choirs to sit and sing there. (More recently I sang there with the Deepcar Male Voice Choir and we even brought the piano along!)

We also used to go swimming in the river Porter at the back of Lowoods Club; the 'Back Dam' at Wortley Forge; in the two small dams leading to Wharncliffe Craggs and in Tin Mill Wood above the stepping stones.

During the winter when the dam in Tin Mill Wood was frozen, we went skating or sliding on it. It is now used for fishing.

In the evenings we played 'Lockey Done' - this game was started by standing in a circle and someone saying the words, "up a paw, down a paw, monkeys chew tobacco, how many ounces do they chew?" then a small number e.g. "O N E spells one and I hope that I'm

not on at this game called lockey done." Whoever the last word stopped at was 'on' and had to count at the start post (usually a lamp post) whilst the others hid, then he had to try to find them, without them sneaking back to the start and saying "Lockey Done"

A similar game was 'Tin Can Lockey', where we had to try to kick the tin away before being caught. These games often lasted all evening.

Tallyho was a game where one or two people guarded a square whilst the others had to dodge them and step into the square saying "Tallyho!"

'Nipsy' was played with a short, oval piece of wood, sharpened at one end. This you balanced on the flat, usually on a curb stone, and hit the end with a stick, making it rise into the air at about waist height, then knocked it as far as possible. The winner being the player who achieved the greatest distance.



'Knur and Spell' was a similar game played by the older lads and men.

Skipping was popular, and the rope was usually an old piece of Mum's clothes line.

Cricket was played a lot. The bat was home made from solid wood, a rubber ball was used and a large stone used for one wicket, with a jacket or pullover for the other.

Football was played during the

winter months, when it was dry enough, with stones for goals and pigs' bladders for footballs, would you believe?

Conkers is well known by everybody. Autumn was the time for this game, when the conkers would be collected from Horse Chestnut trees, and then pickled or baked to try to harden them, but often they soon split.

Rounders was enjoyed by all the family, who played it during outings to Wharncliffe Craggs and Glen Howe at holiday times.

'Yo-yo's' were very popular (for a few years) and everyone had one. Some tinned goods even had containers that, once empty, could be joined together to make a large yo-yo.

Scooters were made of wood with a flat board for standing on and two free-running, small wheels, with an upright piece in front and a cross piece on top for handle bars. Scooters were very difficult to balance and you braked them by dragging your shoes along the floor - doing them no good at all.



Go-carts were home made, using a wooden box at one end, a strong shaft underneath the centre, which protruded about two feet at the front. This had a cross piece fitted, on which your feet rested and swivelled the bar to steer the cart, it also had a piece of string fitted for extra hand control. *[also useful for pulling it back up hills! - Ed]* The wheels often came from an old pram. The only braking was a stick attached to the rear at one side. This was padded to come into contact with the wheel when pushed forward. *[heavy braking often caused the cart to spin and turn over, I've still got the scars to prove it - Ed]* Some were made very well indeed.

Marbles were small balls made of glazed clay. You made a ring about 3" in diameter and placed a few marbles, the same number as your opponent, inside it. Then you had a 'Glassy' which was a larger marble made, as its name suggests, from glass to shoot the other marbles out of the ring. This was done by skilfully flicking the 'Glassy' with the thumb and forefinger. Any marbles you knocked out of the ring were yours.

Cigarette cards were saved in albums bought for a few pence. If you were lucky you collected all the set. The spare cards were used for a game. Standing in a line about a yard from a wall, you flicked the cards end ways and the one with the card nearest the wall won. As you will be well aware, cigarette cards are now a sought-after collectors item.

A Herbert ●

THE JOURNEY

A Visit to Stocksbridge in the 1940's

Dew drops are glistening on the grass like crystal beads in a necklace and the sun is slanting enough to make long shadows as we walk along the footpath

across Bottom Field from our home on Beauvale Estate. A little further on it is time to jump the stepping stones over the brook and climb the stile into Nabbs Lane. Soon we turn into Watnall road, walking by 'Top Pit' (Hucknall No. 1 Colliery) where my dad works and continue along to pass Dr. Vartans where the brook runs beside the footpath. We are on our way to Stocksbridge, to my grandparents; my mum, dad and I, rushing along to the railway station to catch the early train.

There are lots of steps to run down and count as we go down to Hucknall Central Station platform. A sense of happy anticipation engulfs me as I wait, and eventually a monstrous, clanking, black engine slowly chuffs up the station platform, shudders to a halt and lets out a whoosh of white steam. Suddenly it is all movement, noise, slamming doors, shouts and loud words whilst the engine stands there hissing. Climb aboard to find a seat quickly. Has this train got corridor coaches or separate compartments? Dad gets hold of the leather strap in the window of the door to let it down and some fresh air in and we can lean out to watch. Porters are helping passengers by lifting luggage into carriages, people are bustling about loading parcels, bikes, or baskets of racing pigeons into the guards van.

Suddenly the flurry abates as quickly as it begins. The trolleys that held the heaps of baggage are empty and still, the guard calls "*Mind the doors*", waves his green flag and we are off! Slowly, slowly, with much effort and belching great puffs of black smoke, the engine takes up the strain and gradually pulls away. As the train settles to the clickety rhythm of the track, we can look round at the pictures of seaside places and wonder if the string in the luggage racks

will really keep the cases from falling on our heads. Soon after setting off there is a tunnel which holds the stale sooty air until the next one comes along. This is the L.N.E.R. line. Some of the trains stop at every station and some only occasionally.

Eventually the train arrives at Sheffield Victoria. Here in a busy city station, an exceptional amount of people are waiting who try to squeeze aboard as we get off and people are getting bumped by cases. I hold my mum's hand very tight. The noise is overwhelming, station announcements, voices, trains, steam, men tapping the engine wheels, trolleys trundling along, all add to the general air of pandemonium.

It is good to get into the fresh air and walk down Castlegate then towards Bridge Street bus station to catch the number 57 bus. I know we are in Sheffield now because I can see the trams swaying and zinging along.

Will the front seat upstairs be empty so that I can get a good view of the way? At last the bus sets off and turns up the hill onto the main road leading out of the city. Here and there are gaps in the rows of buildings, and different wallpapers on the walls left standing where the separate rooms were. Dad says the houses were flattened by bombs. Eventually Middlewood Tavern comes into view and we are on the pretty part of the route as the bus winds through the woods of the Don Valley, towards Oughtibridge and Wharncliffe Side. Further on are the Bitholmes followed by Deepcar.

Soon we pass the Clock Tower where great uncle Robert Jackson's name is written on the War Memorial, the stores where grandma buys groceries, the Victory Club and the top of the Rocher. I can see the coke ovens of Fox's Steel Works. (If we pass here at the right time the glowing coke is tipped with little flames shooting out

sparkles) I can smell and taste the acrid air. Now the rows of houses known as Hawthorn Brook are in view, and we get off the bus at the terminus.

After crossing the road to the garage we can see down the backs of the houses. There are toilets and coal houses on the left and on the right the homely houses of some of my relatives and friends. We pass the home of Auntie Grace and Uncle John, if the door of 788 is open we call "See you soon" and carry on and at last reach 772 Hawthorn Brook, the home of Jonathan (Jont) and Averhilda (Hilda) Cooke. I hear grandma or grandad say "Its grand to si thi lass" and I hug them both.

The expedition by train and bus took three to three and a half hours, nowadays the journey by car takes about one hour.

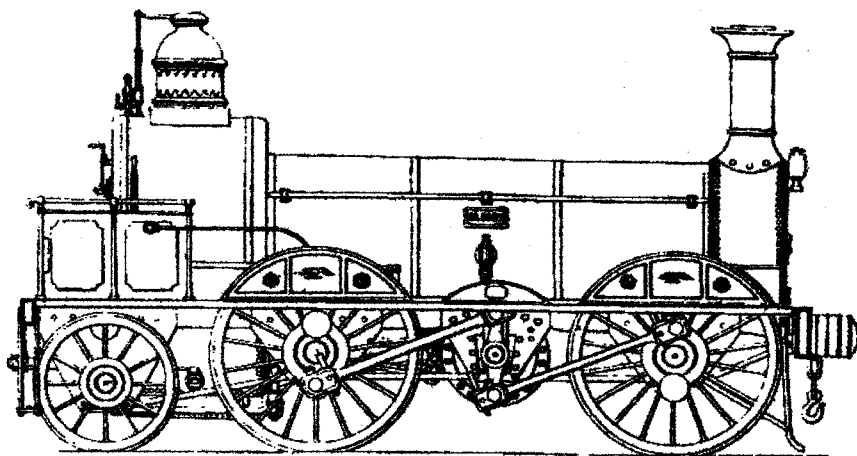
Maureen Newton

to Wincobank where it joined with the Midland Railway line between Sheffield and Rotherham. This convoluted route allowed through trains to run between Sheffield (Wicker) and Doncaster.

The SY with its lucrative coal traffic was constantly in battles to avoid being taken over by the bigger concerns surrounding it, but was always associated with, but not owned by, the MS&L. The SY was also

Sheffield Supertram.)

At the beginning of 1864 the SY was constructing or had interests in four other lines, like the West Riding & Grimsby, which would eventually give MS&L trains direct access to Wakefield, other projects like the swing bridge over the Trent at Keadby and a take over of the Barnsley Coal Railway which duly took place on May 14th 1864. This expansion of the SY was short-lived as on 23rd



South Yorkshire Railway

MANCHESTER SHEFFIELD & LINCOLNSHIRE

Part Two

The South Yorkshire Railway (SY) was initially a small, independent concern built primarily to move coal in and around the Barnsley area. (At one time it only owned nine locomotives.) In 1849 its 'main line' came into use, which linked the Midland Railway at Swinton through Mexborough to Doncaster, and from Swinton, north east to Barnsley via Wombwell.

It grew in stature in 1850 when it took over the River Dun Navigation and promptly changed its name to South Yorkshire Railway & River Dun Navigation. (Dun being an old spelling of Don, used in all the company's legal documents.)

Another of its lines commenced at Aldam junction, on the line to Barnsley and ran via Chapeltown and Ecclesfield

an idiosyncratic outfit 0-4-2 Albion June the South Yorkshire Railway was formally leased by the MS&L, which used the SY schemes to expand its own empire. Towards the end of 1864 the MS&L decided to build the SY's projected line from Tinsley to Mexborough, which would give them a direct route to Doncaster, rather than running via Barnsley. The story of the construction of the line is interesting. The route ran parallel to the Midland line and it was thought that they had enough parliamentary power to stop the MS&L dead in their tracks. To avoid this, the decision was taken to build the line on land wholly owned by the MS&L company. This decision was to create difficulties which increased the cost of construction. The line needed to cross the Midland route in Rotherham, and the only place where this could be done with double track and without the need to build a new

acts of Parliament (necessary for the construction of railways) as something with which it didn't need to bother. This resulted in it having a battle with the Midland Railway over its right to lay rails through an existing bridge, crossed by the Midland. The SY twice laid the rails and twice the Midland tore them up. Litigation was on the side of the SY, but this farcical situation, and threats from the Midland not to trespass again, made them think twice about such actions in the future. The SY had an uneasy relationship with the Midland which ended in 1864 when all SY services were diverted away from the Midland's Wicker station to run via its new extension from Meadowhall via Tinsley and Woodburn to the MS&L station at Sheffield Victoria. (Part of the trackbed of this line is now used by

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bridge was where the Midland crossed the Sheffield and South Yorkshire Navigation. (which had previously been taken over by the SY railway) The route of the canal was changed and its old bed used for the railway. The line to Rotherham was eventually completed on 1st August 1868.

The line to Mexborough was finally opened for traffic in 1871.

This line was the swan song of the SY and in August of 1874 76 miles of railway and 60 miles of canal were formally transferred to the full ownership of the MS&L.

With the sole exception of the building of the Midland's line to Dore and Chinley, railway construction around Sheffield was confined to the refinement of existing facilities. In 1870 a spur was opened which allowed for the exchange of traffic between Sheffield Midland and Victoria at Nunnery Junction. This was inconvenient as the movement involved back

shunting, was far from direct, and by the end of the century had gone out of use.

The chairman of the MS&L, Sir Edward Watkin, had interests in a number of railways all over the country, and by means of take over bids and the granting of running powers, the MS&L gradually gained an empire which at its peak covered lines from York in the north, to Nottingham in the south, and from Wrexham in the west, to Cleethorpes in the east.

The greatest single change to the MS&L came with its decision to build its own line from Nottingham to London and gain independence from the Great Northern, whose tracks it used between Retford and London Kings Cross. This marked a change of emphasis from being a cross country route, primarily carrying east-west traffic, to another trunk route linking the north to the capital.

With this change of emphasis came the decision for a change of name and the rural Manchester Sheffield & Lincolnshire became the Great Central Railway, but that is another story!

Mike Spick

TECHNOLOGY PLEASE

If people wish to save me a lot of time spent typing, I can accept articles and letters for the *Paragon* on computer disk.

Disks sent to me should be in one of the following formats:-

PC disk either 1.44MB or 720K. Articles should either be simple text (*.TXT) or Write for Windows (*.WRI) files.

If none of the above makes any sense - don't worry, just reach for the quill pen and parchment!

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I.J. BROWN

HISTORY OF FARMING

JUNE 13TH

VISIT

CUTLERS HALL SHEFFIELD

JULY 11TH

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BOLSTERSTONE MALE VOICE

CHOIR

AUGUST

NO MEETING

SEPTEMBER 12TH

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VILLAGE FAIRS

OCTOBER 10TH

W.E. SPENCER

MORE ABOUT HUNSHELL

NOVEMBER 14TH

MARJORIE DUNNE

QUEEN MARY'S DOLLS HOUSE

DECEMBER 12TH/14TH

CHRISTMAS SOCIAL

- NEXT EDITION -

☆ DOWN THE PIT ☆

THE HORRORS OF CHILD

EMPLOYMENT

☆ AROUND STOCKSBRIDGE ☆

EXTRA INFORMATION ABOUT

THE PHOTOS IN THE BOOK