

A SECOND LOOK

Mirfield

SCENES
PAST & PRESENT



Gary Peacock



I dare say quite a few pints and more than a few pounds have passed over the bar between these two photos being taken!

But take away Ramsdens Butchers, bring on the dray cart and it would be hard to spot the difference.





These pictures of the Lancashire & Yorkshire Bank, now Barclays Bank, are almost like one of those "Spot the difference contests". Here are a few - can you spot anymore? No side door to the bank, no chimney pots, no roof decorations and no child with silly hat.

The corner stone of the Trinity Chapel was laid on Easter Monday 1877 by chief subscriber Mr Marmaduke Fox of the Marmavilla, Church Lane.

The Marmavilla was a large victorian mansion at the bottom of Church Lane. The house was also later the home of the Crowther family who owned the maltings on Station Road. The Marmavilla has more recently been run as the Marmaville public house, however a project is currently underway to develop the building and grounds into luxury flats.





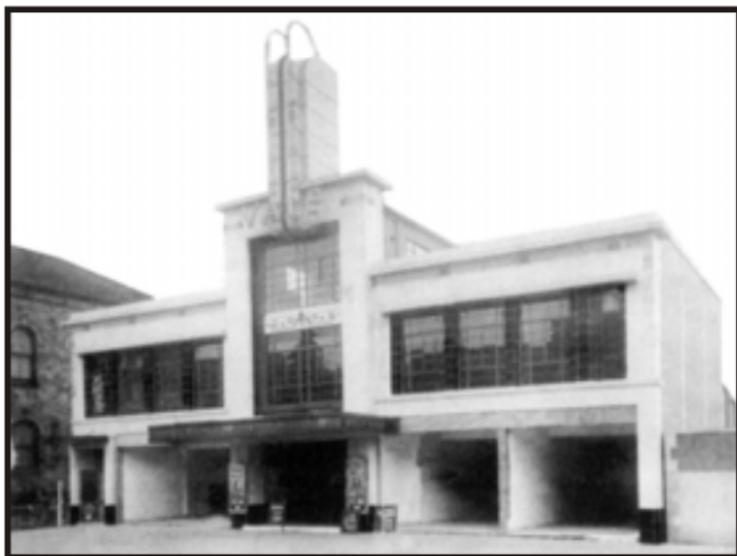
Do you notice anything missing on Knowle Road today? At the time this photograph was taken around 1910 the building that now houses the estate agents had a third floor! This building was the headquarters of the Mirfield Industrial Co-operative Society. Along with the Mirfield Perseverance Co-operative society and several smaller co-ops they all played an important part in the towns day to day life, not only serving the community through provision of goods but also providing employment, housing and savings services. The building on the left, now Blockbuster Video, was Robert Barrowclough's draper's shop. The two rather ornate glass lamps on the shop front would probably have a considerably shorter life expectancy these days! In the car park on the right used to stand James Rudd's smithy's shop, behind which was a coal yard that for many years supplied and delivered the only fuel available for cooking and heating.





From the early days in the 1860's when it first opened, the Town Hall provided an entertainment venue for many generations of Mirfield folk. In later years the Town Hall served as a cinema and in the 1970's became Mirfield's first disco. If memory serves me correctly being called "The Pentagon, Tramps, Fusion, Panache, C.J's and Hardtimes", before finally closing the doors on two generations of clubbers in the late 1990's.





The Vale cinema was built in 1939 in an 'art-deco' style. Prior to this films had been screened in the Town Hall and the Rink cinema in Battyeford which stood on the site now occupied by S.S. Motor Spares.

In its day the Vale would have been the most modern building in Easthorpe, if not in all of Mirfield. It served Mirfield as a cinema until its final closure in 1994, by which time the building had fallen into a state of disrepair.

The building has recently been refurbished and now operates as the Isis Night Scene or more commonly the locals call it the "Crisis".





This is a view of Eastthorpe in around 1910 looking towards Ravensthorpe. It shows the variety of shops available then. Starting on the left foreground you had Lincoln Ewarts Butchers, Armitage's Crockery & Tobacco, Bartle's Chemist, Beardsell's Clothing Store with clothing at the front and carpets around the back, Barber Haye's Saloon, Co-op Confectionary Department, an Emporium selling fruit, flowers, poultry and fish and Lawrence D Smith Ironmongery.

Any one thinking the last shop sounds familiar would be right to do so! In 1918 Lawrence D Smith moved to new premises at the bottom of St Paul's Road where he traded until succeeded by his son Johnson Smith who presided over the shop until the 1990's.

During the First World War the large advertising board on the right of the road featured the well known poster of Lord Kitchener of Khartoum, in military uniform, pointing his finger and telling you "Your King and Country Needs You". Many Mirfield men answered that request.





Surprisingly, little has changed in this view of Eastthorpe! The shops on the left, other than the new shop fronts, are still much the same. However, the right side of the road is now taken over by the Yorkshire Co-op, which itself stands on the former site of the old Central Garage. The second set of gates are still present and are now the entrance down to the library.





This view of Eastthorpe looking towards Newgate shows little change to the left hand side of the road, but note the complete absence of buildings on the right hand side.

The building in the background, now Speights Lighting, no longer has its ridged roof as it was destroyed by a fire in the late 1970's.

The shop on the left with the bay display window used to be "Leslie Brook's Toy Shop" and for many years the children of Mirfield stared through that window counting their pocket money in the hope of being able to afford some magical toy within.





Eastthorpe from the top of Newgate in the 1930s





St. Paul's Road in the early 1900's

ST. Paul's Road along with the lower portion of Knowl Road show many examples of fine Victorian and Edwardian houses, many of these showing very little change since the time of this old photograph. At that time these would have been the first truly modern houses in the Eastthorpe area and would have been occupied by the more professional members of the community.





Station Road from Bull Bridge in 1910. The building on the left, where the Lidl car park is now, was the original Crowther's malt house. The Post Office at the top of the road opposite the Black Bull Hotel was not constructed until 1939. Prior to this the town Post Office had been located in the building at the bottom of King Street that now houses Nancy's Flower Box and a hair salon. The house on Bull Bridge, where this picture was taken, used to be a pub called the Jolly Sailor. Another long gone pub was the Wellington Inn built in 1815 that stood on the site next to the Natwest Bank.





Looking down Station Road towards the station around 1920.

In it's hey day Mirfield Station and the railway in general provided many local jobs. The area around Fenton Street especially was home to many railway workers. The present day station opened on March 5th 1866. This, however, was not the first station; the original station being nearer to New Gate in around 1840.





Someone beat me to it!

Both these views of BRITANNIA MILLS in Station Road are taken from the loading door of Crowthers Maltings. The first picture was probably taken around the turn of the century and the second in the mid-1920's.

The true name of the canal bridge in the foreground is Bull Bridge, rumored to have taken this name from days long ago when bull baiting events were held near by.

The modern picture isn't from exactly the same position but since the maltings burned down in the 1960's it not too bad an attempt!





The horse drawn barges in this picture provided the heavy transport of the day, carrying the barley and coal to the various maltings located alongside the canal. Although little, if any, evidence remains today that Mirfield was once a major producer of malt providing this basic ingredient of beer to breweries all over Britain.

Between the early 1800's and 1990's up to some 16 malsters have operated in the Mirfield area. This came to an end in the 1990's with the closure of Bass Maltings in Station Road.

This picture is taken from the towpath alongside Crowther's Maltings (later to be Bass) in Station Rd. The site is now occupied by housing and the Lidl supermarket.

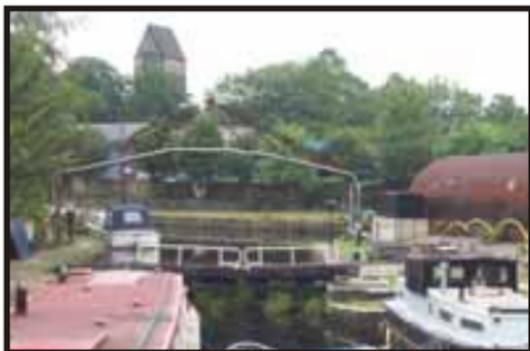




Ledgard bridge dry dock at the turn of the century

The dry dock at Ledgard Bridge near to the Navigation Tavern dates back to the 1780's, It was constructed by utilizing part of the cut (Channel) of the original canal dating back to 1764 that passed from this point to join the River Calder near to the Flower Pot. To improve the navigation avoiding the need to travel the shallow stretch of Calder between Shepley Bridge and Ledgard Bridge, the old cut was replaced by the Mirfield Cut which was constructed in 1776 to form a direct route between these two points..

This new direct cut was constructed by William Jessop and John Pinkerton the engineer and contractor, who on completion of the project went on to become the first operators of the yard.



The picture on the left shows the launching of the Yorkshire Keel "Elisabeth B." in 1951.

She would have been one of the last barges launched here, as by that time the demand for water transport had all but died. Barges like this one were however still operated by Hargreaves Ltd. transporting coal to Ravensthorpe Power Station up until 1973.

Of the hundreds of Yorkshire keels built in Mirfield's yards not one example remains today.



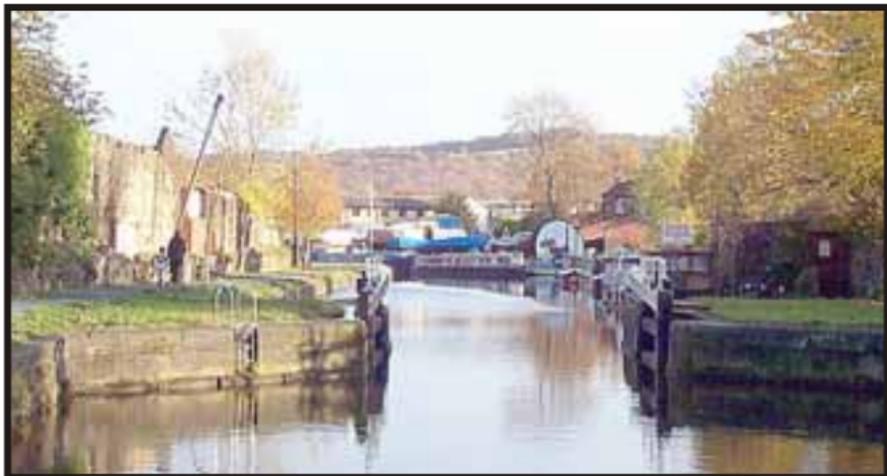
Newgate flood lock around 1910.

This flood lock was an addition made to the Mirfield cut in 1883. Prior to this, only a flood gate existed on the other side of Newgate Bridge and although this prevented the canal from flooding at times of high water, it also made the cut unpassable until the high water subsided. The installation of the flood lock enabled barges to be stepped to river level to continue their journey or vice versa down to canal level. The lock at Newgate is very deep and over the years quite a few lives have been lost there.

In the distance you can see a barge under construction at Ledgard Bridge Boat Yard (more commonly known as the Navi Yard) directly behind is the Navigation Tavern. (Many a Launching Party took part over the years there.)

The large buildings behind the Navigation Tavern are Crowthers Malsters which straddled the cut with two covered bridges. A further two bridges crossed over the access road that went to the Boat Yard and Navigation Tavern, directly on to the goods platform at the railway station.

The skyline on the right of the picture is totally obscured by the railway station roof giving you some sense of its size in those busy days.





Newgate flood lock around 1910.

During the early part of the 1900's, long before the thought ever occurred that the canal system would one day be entirely given over to leisure activities, it was still a common event for a local church, employer or club to charter a barge for a day trip. No commercial pleasure craft existed in those days so a working barge would receive a lick of paint, be swept out and a wooden stage with benches would be temporarily fitted. Cottages like the one in the background are a common site along the canal. The cottage would be occupied by the lock keeper and his family; his responsibilities being to operate and maintain the lock as well as to police and record the passing barge traffic. At flood locks such as this one he would also have the added responsibility of monitoring river levels and if necessary closing the flood gates preventing the canal from overflowing and flooding the mills and premises alongside it.





Calder Road around 1900, The back to back houses in this photo are marked on some old maps as Phillip Royd cottages. Although this name seems to have been forgotten now at the time of the photograph Phillip Royd would have been the locally used name for this end of Lower Hopton. Before Lower and Upper Hopton gained separate identities Lower Hopton was often referred to as Hopton Bottom.

The building in the foreground where the bus stop now stands was known as Fanny Etty's Cottage.

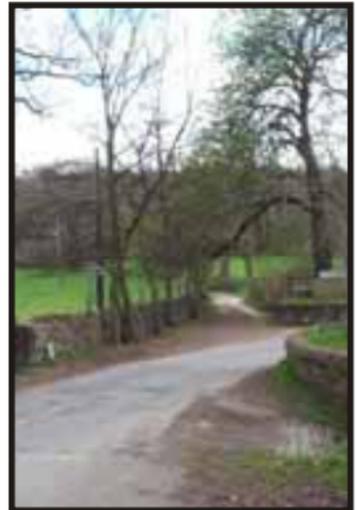




In recent winters we have had two or three inches of snow! Yet the full road system grinds to an halt, people don't go to work & the kids are sent home from school.

These two pictures of The Flower Pot and the entrance to Hagg Wood taken in 1947 show snows that drifted to several feet in places cutting off several areas of Upper Hopton, Whitley & Grange Moor.

Although it took several weeks for the snow to thaw completely the local council, without all the specialized ploughing equipment of today, soon had the bus routes open to allow the population to reach their work places and schools.





This view of Calder Road shows little change, the only major change being the demolition of the building in the foreground to provide the side car park for the Yorkshire Volunteer. The Taxi office and "Hari's" Fish and Chip shop remain almost untouched.

Butt End mill in the background other than a few remaining low buildings is completely gone. During its heyday Butt End produced blankets for sale all over the empire.





Hopton United Reform Church around the turn of the century.

Prior to 1972 the church was known as the Hopton Congregational Church or more commonly to locals as the “congs”.

The Congregational Church has had a presence in Hopton going back as far as 1662 when local Squire Richard Thorpe on seeing his tenants, many of them illiterate weavers and land workers, growing up in ignorance of the bible and its Christian moral teachings, held classes and prayer meetings in his own house for the people of Hopton.

The first “true” chapel was constructed in 1732 and served the congregation for 100 years until the present day church was erected in 1829.

The building to the left of church was the Church School House not only a Sunday school but the day school for the children of Hopton between 1845 and 1909.

During WW II the building was used by the Homeguard. It was also the first Head Quarters for Mirfield’s newly reformed Air Training Corps in the early 1980’s.

Sadly, the building fell into disrepair and was demolished during the late 1980’s.





Calder Road around 1902.

This picture is a really good example of how little change has taken place in some areas of Mirfield. Although I don't know what the little girl would make of the wheeley bins of today though! The shop in the foreground was at one time a confectioners but then up to relatively recently was a ladies hair salon. The terrace housing in Lower Hopton such as on Calder Rd would at this time have been occupied mainly by families employed in the local mills and although small and basic it was still a relative paradise compared to the sium conditions endured by many mill workers in the Batley and Dewsbury areas well into the 1920's.

Although the West Riding became known for its "Dark Satanic Mills" the population of Lower Hopton probably had a hard but distinctly more pleasant life than some occupants of nearby towns.





For many years Mirfield had a reputation of being a railway "town". Many Mirfield families will have older relatives who at one time or another were employed in some capacity by the railway.

The railway arrived in Mirfield in 1840 with the Manchester & Leeds Railway, later to become Lancashire & Yorkshire Railway.

In 1899 the London & North Western Railway also came to Mirfield and then in 1910 were joined by the Midland Railway, all three later merging to become the London, Midland & Scottish Railway.

Mirfield continued as a fairly major rail junction through nationalization and the birth of British Rail right up to the Beeching cuts of the late 60's.

This view from the top of Woodend Road shows the old Mirfield engine sheds.

The shed could house up to 32 engines and employed over 200 men.

The sheds remain to this day although in a some what derelict fashion. The site is now owned by Pattersons Tankers. The lines themselves been reduced from the original four line working down to the present three.





By the time these pictures were taken steam was in its twilight years on Mirfield's rails. The London & North Western Railway merged with the Lancashire & Yorkshire Railway which, along with several other smaller companies, became known as the London Midland & Scottish Railway Company in 1923..

The pride taken during the hey days of the London Midland Scottish Railway had begun to fade with the nationalization of the railways in 1948 and the creation of British Railways, by the 1960's. This could be seen reflected in the general appearances of the locomotives and rolling stock.



The crest of the London Midland & Scottish Railway Company



The original British Railways Emblem & the more familiar double arrow emblem from the 70's & 80's



Sir George Armytage of Kirklees Hall was chairman of the L&Y.R. from 1887 through until 1918. He would travel from Cooper Bridge Station to his office in Manchester daily.

He was provided with a private waiting room along with a private compartment on the train. This train to Manchester later became commonly known as the "The Sir George Armytage" or "The chairman".

This picture looking towards Mirfield Station was taken from the signal box that until the early 1970's used to stand opposite Lower Hopton School. The locomotive is an Aspinall class 3F 0-6-0 originally built by the Lancashire & Yorkshire railway in the 1890's. The loco would have also seen service under the London Midland & Scottish Railway and soldiered on into the twilight years of steam in the 1950's & 60's with British Railways.



This view shows Black Five 4-6-0 No 48436 passing Mirfield No1 signal box on the upline towards Huddersfield.

I don't have a date for the picture but would guess it to be late 1950's or early 60's.

I can remember watching the signal box burn down during the early 1970's

You weren't one of the two young lads train spotting that day were you?



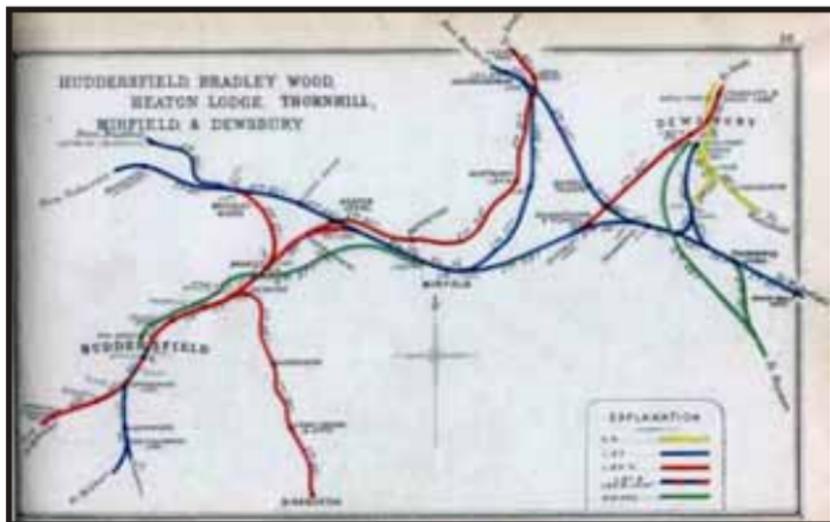
Lancashire & Yorkshire Railway 2-4-2 passing over Newgate bridge. The bridge in the present view was built alongside the original stone viaduct in 1930 when the number of tracks were increased to two up and two down workings. The original viaduct is still fully visible on Newgate when approaching Ledgard bridge.

The map below shows the local rail network prior to the formation of the London Midland & Scottish Railway in 1948.



Radial 2-4-2's like the one above and left, would have been a common sight in Mirfield. They were introduced from the late 1800's. Eventually 330 in total were produced.

The L&Y R had a reputation of being somewhat spend thrift and some of their stock were already virtually museum pieces at the formation of the L.M.S.





Looking at Mirfield's glorified bus stop come railway station it's hard to imagine that less than 50 years ago in the bad old days the station then had a Ticket office, Parcels office, Toilets, 1st, 2nd & 3rd class waiting rooms, Restaurant and WH Smiths book stall.



It would take a great deal of "Spin" and a large "Backhander" to convince me that things have improved!



1849-2002

PROGRESS?





In this view looking down Hopton Lane (Hopton Hill) the terrace houses on the right look almost unchanged right down to the chimney pots. Looking into the distance in the old photograph you can see Granny Lane and Steanard Lane winding along through the fields to Fir Cottage, compared to the present day mass of houses in the bottom of the valley.





Hopton lane at the junction with Hopton Hall Lane around 1910.
The gate to the left is the entrance to Bell Grove House a large private residence still standing today. On the other side of the road at the corner stood Hopton Old Chapel.





St John's Church, Upper Hopton around 1900.

The church was designed in 1844 by Bonomi and Cory who had also recently designed the recently completed Christ Church at Battysford. The first stone was laid on St John's day (27th December) 1844 by Mr James Micklethwaite of Hopton Hall who donated the land. The Church was consecrated on 21 October 1846 by Charles Thomas Langley, Bishop of Ripon. St John's incorporates many features from 15th Century Church design. Many people are quite surprised at its relative youth.

The Lych gate (Similar to the one at Christ the King, Battysford.) was added in 1949 as a memorial to those of Upper Hopton who gave their lives in World War Two.





Jackroyd Lane, June 1911 celebrating the Coronation of George V.
I can't imagine that Mirfield will see this kind of patriotism for the Queens Jubilee in 2002.

Looking on the ordnance survey map of the late 1800's you find Hopton was made up of a number of small groups of dwellings, often centered around various farms or other places of employment. For example, Jackroyd, Mount Pleasant, Daisy Hill, Hopton Fold, Clough, Snowdrop Hill, Upper House & Hollin Hall to name just a few. Some of these are still familiar today, while others have slipped away into history. Notice that at this time there was no split between Upper & Lower.





Cottage at Northgate, Upper Hopton (Noggit).

Is it or isn't it, that is the question?

The owner of the photo says it is, I think it could be, what do you think?

If it is then that makes it a very old photograph as the terraced cottages behind still had to be built. It isn't possible to get a much better picture for comparison as the road level is far higher than in the old photograph.





As the years go by the face of Mirfield is forever changing. Look into the distance in the above picture; from the early 1900's the skyline is dominated by industry, the houses being grouped closely to these places of employment. The Waste Lane area of Lower Hopton was always thought of as a little bit of countryside out the back door; many generations of children played in these fields over the years and were sad to see them built upon. Take a look at the skyline now, the industry has been largely superseded by housing. Mirfield has moved on from its industrial era into a new residential era for better or for worse.





The Flower Pot Inn 1909

The pub sign announces that William Ramsden was the licenced victualler at the time of the photo. The float is all trimmed up for a gala and would be representing a local Co-op branch or business. Several gala's would be held over the summer months organised by the Co-op or local churches. The galas often attracted into the thousands of people and would start with a procession led by one of the local bands followed by the floats of local businesses and often, as above, loaded with young children. Representatives of local clubs and organisations would follow behind in fancy dress. The galas would then take place on a nearby park or sports ground. The Mirfield Industrial Co-op held its annual gala in the field behind Hopton Congregational Church and that could well be where this float was destined for.





The Bottom of Cuckoo Hill in the early 1900's

The Gregory Springs Railway?

Well it never carried passengers, at least officially, but as you see on the 1858 O/S map there was one. It was a pit railway to carry coal from the Gregory Springs Colliery who's shaft was located at the top of Cuckoo hill, (you can still see it today) down to the barge moorings on the River Calder at the bottom of of



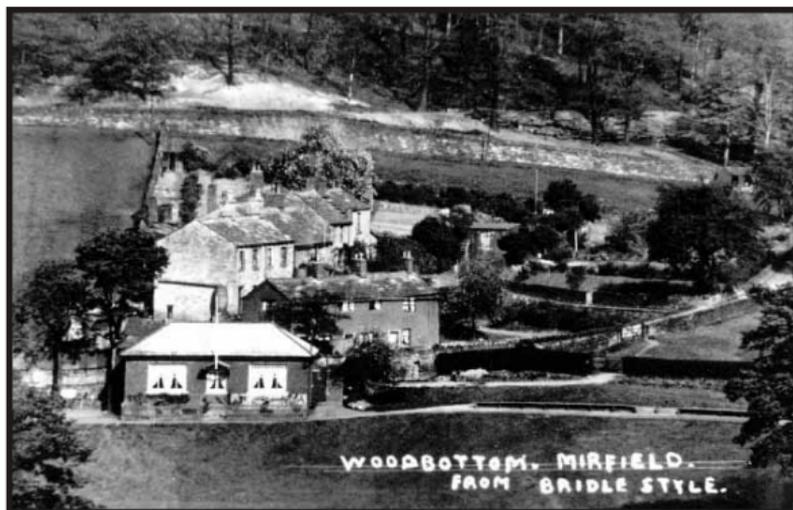
The railway consisted of a pit gauge track (around 2 Feet wide) that ran up a fairly steep incline to the top of the hill. Small trucks or to give them their correct name "Tubs" would be connected together to form a train. Then attached to a cable and breaking system they would then travel under their own weight down to the river. Meanwhile an empty tub train would be connected to the other end of cable down at the river, and this would then be hauled back up the hill to be reloaded by the weight of the descending loaded train.

A perfect Yorkshire piece of ingenuity where for once it was possible to "git summ't for nowt!"

A large slag heap was formed over the years where the green Cuckoo Hill now compliments the surrounding countryside. This slag heap was removed in the late 1960's, much of it being used as hardcore in the construction of the M62 motorway.

The small stone bridge is still there today obscured behind the present day wood bridge.





WOODBOTTOM EARLY 1900's

Today Woodbottom tends to be thought of only as the home to Hopton Mills Cricket Club, but in the first part of the last century it was as you see a small hamlet in its own right. The cottages were owned by the Wheatley family, owners of the neighboring Hopton Mills and were mainly occupied by their employees.

The cricket club was also provided by the Wheatley family. Many generations of local boys and men have played for the Hopton Mill teams over the last century or so.





Steanard Lane around 1910 at the junction with Boat House Lane.

Boat House Lane got its name from the ferry that was operated from the boat house across the river.

This was also the site of a locally remembered tragedy when several members of the Waddington family, owners of the Boat House Estate, were leaving home in a pony trap. The horse bolted and they were all thrown into the river which was in flood and were swept away to their deaths.

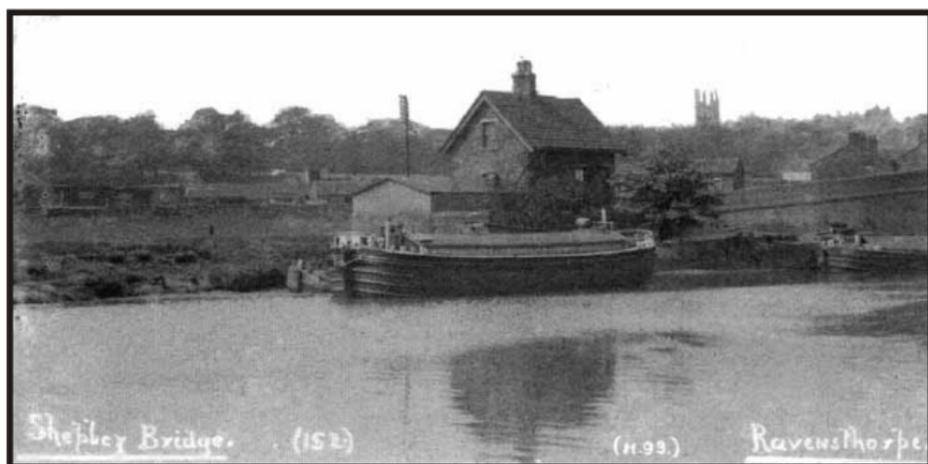




Calder Farm, Sands Lane.

In the woodland behind where this photograph was taken stood the Calder Farm Reformatory School. The school was opened in 1855 and was tasked to reform the character of boys from all over the West Riding who were sentenced to the institution for committing petty crimes. The regime was fairly tough but the boys quite often received better education and care than could have been expected back home out of the institution. The school eventually closed in 1922. For many years the open air swimming pool remained intact in the grounds close to the old buildings, as a reminder of it's past use.





Ravensthorpe?

Well I suppose it's on the way there!

This view of Shepley Bridge shows a typical Yorkshire Keel barge, barges of this type were operated for well over 150 years, the last commercial journey being made in 1981. These locally built wooden vessels could carry 50 to 60 tons of cargo. In the early days they were towed along by a single horse and if the wind was favourable a single square rigged sail could be erected. The horses eventually gave way to diesel power but the basic design remained unchanged.

The length of the River Calder from Shepley Bridge to Ledgard Bridge is no longer considered navigable, but during the 1800's barges would regularly take on cargo at moorings near Boat House Lane, The Flowerpot and The Yorkshire Volunteer.





The deep lock stepping down to the River Calder at Shepley Bridge has remained relatively unchanged over the years. The lock keepers cottages are looking newer today than in the days of the old photograph!

The empty fields to the left of the canal are long gone and are now occupied by the chemical firm Mitchell Cotts.

Chemical production has been carried out on this site since before the First World War. A large project has recently been completed to prevent contamination from old workings entering the River Calder.





The Canal towpath near Shepley Bridge at the turn of the century
Horse power survived on the canal until the late 1950's. In the hey day of the barge, owners did not necessarily own their own horse but would hire one. It was not an uncommon site to see an empty barge being hauled by the bargee or his wife to save on the cost of a horse!
Keels (Barges) used on the Calder and Hebble were often referred to as "West Country Boats" due to their dimensions being somewhat reduced for use on the West Ridings Waterways compared to the larger boats used down on the Humber and Aire.
The lane that passes over the bridge in the background crosses the River Calder at Wheatley's bridge (the access bridge to Mitchell Cotts) and emerges alongside the houses at the bottom of Church Lane. The story goes that this lane and the bridge were constructed by the Wheatley family to speed their journey to St Mary's parish church.





This view off Park Bottom with the junction of Church Lane shows the old road bridge over the Spen Valley Branch Line of the Lancashire and Yorkshire railway. The branch line ran from Mirfield Station, through Northorpe Lower, Heckmondwike, Liversedge, Cleckheaton, Low Moor terminating at Bradford Exchange Station.

The line was closed in the 1950's by Lord Beeching when he restructured the railways.

The bridge still remains today but the railway cutting was simply filled in.

The house behind the children is the East Lodge of Blake Hall and is now the only remaining element of the large estate it was the entrance to.

Blake Hall itself dated back to around 1643 and had several wealthy occupants until its demolition in 1954.





Park Bottom looking towards Eastthorpe. The open parkland to the right belonged to Blake Hall.





The old Parish church in 1825

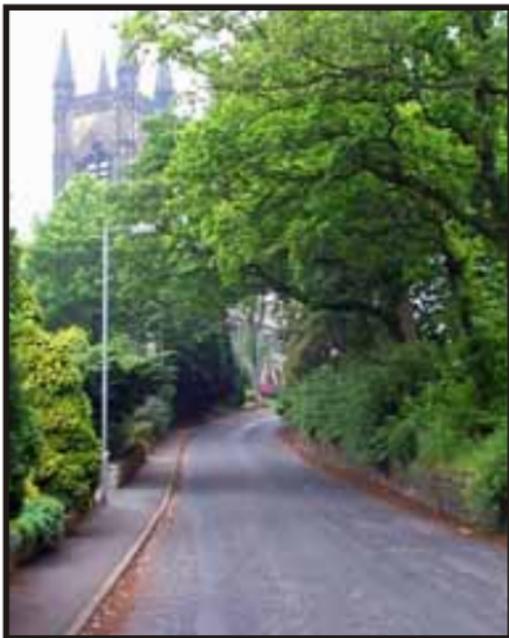
The tower of this church still stands today close to the present church. Parts of the tower could well date back to the 13th century.

The present St Mary's Church was designed by Sir Gilbert Scott, designer of the Albert Memorial, whose influences can also be seen in many of the countries great 19th century churches.

The foundation stone was laid on Easter Monday 1869. The church was completed and consecrated in 1871, at a cost of over £30,000, raised by local subscription.

On Completion the old church was to be demolished, but at the intervention of Sir Gilbert Scott the tower was left standing and restored, although in a somewhat modified form as the pinnacles were removed and the pointed roof seen today was added.

A pillar from the old church can be seen in the vestry of the new church with the following inscription, "This pillar formed part of the old church of Mirfield, erected about the end of the 12th century or the beginning of the 13th century, and taken down in 1825. It stood in the Vicarage garden till 1870, when, upon the building of the church, it was placed in its present position."





St Mary's Church grounds make for an idyllic summer evening stroll. Although many people pass the church daily, it is not until you stop and take time to look that you realise what a magnificent building Sir Gilbert Scott created for the people of Mirfield.





Northorpe Cooperative Wholesale Society in the early 1900's.

The shop was definitely well trimmed up for some event but what it was I don't know, do you?

The small delivery cart bears the name Charles Henry Buckles, Northorpe, Mirfield.

The shop remained a Coop until the 1990's.





Crest of the
London & North Western Railway

Turn of the century view of Northorpe Station with the Plough Hotel in the background. The London & North Western Railway built the Leeds New Line or to give it its true name “The Heaton Lodge & Wortley Railway”, to provide a direct link from their Huddersfield line at Heaton Lodge near Battyeford through to Leeds without passing through Mirfield. Those tracks were owned by their competitor the Lancashire & Yorkshire railway to whom they had to pay a fee for the use of..

The line provided stations for Battyeford, Northorpe, Heckmondwike, Liversedge, Cleckheaton, Gomersal, Birstall and Gildersome before rejoining the company’s Leeds to Huddersfield line at Famley, which meant the competitors tracks were not needed. The Line was opened on the 1st October 1900.

On the evening of the 11th July 1921, after a truly scorching summer, a passing goods train started a grass fire a short distance up the line side embankment from Northorpe Station. Fanned by a slight breeze the fire rapidly spread consuming the mainly wooden buildings and platform. Despite the efforts of fire crews from a local mill and Mirfield Urban District Fire Brigade by the following morning the Station was near to being totally destroyed. It had to be rebuilt at an estimated cost of £15,000.

The station’s last passenger service was on the 2nd October 1953. All passenger services on the Leeds New Line were withdrawn the following day. There had been a great deal of public pressure to keep the line open but all to no avail.



Crest of the
Lancashire & Yorkshire Railway





“MIRFIELD PERSEVERENCE COOPERATIVE SOCIETY LIMITED” says the sign on the wall of the old Towngate Co-op. The shop has long been converted into houses, yet a faded reminder can still be seen above the first window. The Perseverence Cooperative Society operated a number of shops in the Mirfield area. Older readers may remember them when they were referred to as the “Perseverence”.





At some point in the past the Dusty Miller lost its 'YE OLD' and front door!
The choice of ales and spirits provided by Springwell would probably be a bit restrictive to the alco-pop and lager loving clientele of today.
The main building itself, other than the front door and demolition of the building to the left, hasn't changed a great deal. I wonder what Samuel Blackmore would make of it if he stepped back through that door into the interior of today!





Sunny Bank Road in about 1910. At the time of the above photograph this stretch of road was still referred to as Nick House Lane after the former Nick House Farm, dating back to Tudor times the farm had stood near this site.

“Norths Place” another old building stood on Old Bank Corner, over the central door was carved the date “1492”.

When we consider the amount of what we would call historically important buildings that were still standing at the turn of the century, it is surprising that so few remain today.





Looking down Water Royd around 1910. Just out of view on the left stood the “Kings Head” pub which was the oldest pub in Mirfield dating back to the 15th century. In its day it had a fairly notorious reputation, its location on the edge of Mirfield Moor made it ideal for those of dubious character who chose not frequent more central drinking houses. The Highwayman William Nevison was said to have frequented this area, its proximity to the Leeds-Manchester coach route suiting him. He came to his end after killing the landlord of a Batley inn. Nevison had stopped at the inn to drink, yet again near to the coach route, but the landlord named Fletcher recognised Nevison and with thoughts of a large reward raised the alarm. Nevison realised the impending trap and fled. The landlord attempted to stop him and was shot dead. Nevison was finally captured in Sandal, Wakefield. He was sentenced to death and hanged at York in 1685.





The Zion Baptist Chapel around 1910. The chapel stood on this site from 1873 to 1993 when due to a dwindling congregation and large maintenance costs it was demolished. In the field behind to the left stood Water Royd Hall, it gained notoriety and the nickname the "Murder House" due to the dark events of May 12th 1847; when James & Ann Wraith along with their servant girl Caroline Ellis were murdered. Two tinkers Michael McAbe of Dewsbury & Patrick Reed of Roberttown were arrested. Reed turned Queens evidence and was pardoned while McAbe was hanged at York in 1848.





View up Water Royd towards the Zion Baptist around 1920.

On the right of this picture stood the Knowle Wesley Chapel opened on April 6th 1780 and subsequently enlarged in 1837, later a Sunday school was added. It was closed in the 1960's.





Knowl about 1910 with Mirfield Free school in the background. The school occupied this site from prior to civil war in then seventeenth century until 1875 when the school moved to new premises in West Field.

Through the gates to the right of the picture stood St Peters's Mission Church and School built in 1874, the church closed in 1973 and was subsequently replaced by the present block of flats.





The view looking down Knowl Road around the turn of the century.
On the Ordnance Survey maps of the mid 1800's Knowl Road was then known as Knowl Lane and only extended as far as the junction of Doctor Lane. Around this time the surrounding area would have been mainly fields.
Over the wall on the left of the picture was Knowl House, while further down the hill just prior to the bend was the site of The Old Tan house. In the days before plastic, leather was widely used for many different applications, several tanneries operated in the area.





Battysford School now stands on the site of "low deckers" known as Widows Row. The buildings in the distance have also long been demolished.

At the time this picture was taken, flat caps were definitely all the rage!





Stocks Bank looking towards Bank Street around 1910.

To the rear of the terrace houses was Bank Quarry, one of three quarries in Battyeford. The good quality sandstone that was quarried there was used in many of Mirfield's buildings. A small section of the quarry, just off Francis Street, was at one time considered a public quarry and people would remove stone for free when needed. Before the building of Battyeford "Prims" (Primitive Methodists Chapel) in 1863 the congregation met in the cottages further up Stocks Bank Road opposite The Airedale Heifer.





Looking up Stocks Bank Road towards the Airedale Heifer





The Airedale Heifer, Stocksbank Road around the mid 1920's.

The sign above the door says "James H. Turner Licenced Retailer Of British & Foreign Wines , Spirit, Beer, Porter & Tobacco." The ale being produced by "Bentley & Shaw's", located at Lockwood Brewery in Huddersfield. The brewery was founded by Timothy Bentley in 1795 and produced beer for many local public houses, up to its closure on 21 November 1962.

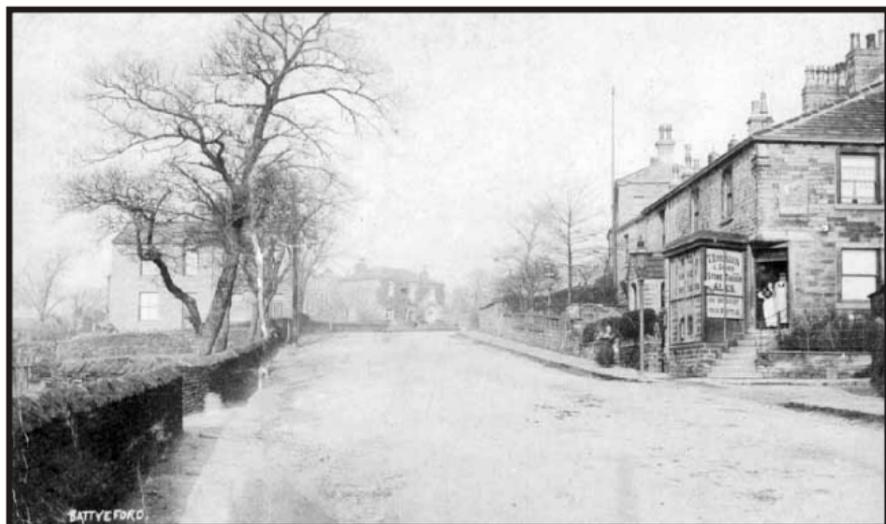
Mild & Pale Ales are advertised in the Window and the sign behind the lady advertises "Guinness Stout". At this time, like many public houses in Mirfield, the Airedale Heifer HOTEL would have had "letting" rooms as travel was still a fragmented process and overnight accommodations would be in demand.





Bank Street around 1900. In those days car parking definitely wasn't a consideration when house hunting. The shops on the left of the street belonged to the Battyeford Self-Help Cooperative Society Ltd. In recent years they have been converted into houses. As you travel around Mirfield you find that many of the now closed local shops have been converted in this way.





A view up Stocks Bank Road towards the site that would eventually be occupied by the Community Of The Resurrection, whose copper roofed church is probably the most visible feature when looking down into the valley from the Kirkheaton side. The building next door to the shop was, until relatively recently, the Spring Head WMC but was converted into flats after its closure.





The view up Nab Lane from outside Arthur Mellor's grocers and confectionary shop.





The Clough, Battyford around 1910.

Much of the housing built in Battyford during the 19th century has long been demolished. The terraces on the Clough are some of the most original examples. Battyford must have been an architects nightmare, the steeply sloping valley down to the river forcing them to tailor fit the houses to the hillside. Rows of houses were built in all directions, parallel to the valley on Huddersfield Road and Stocks Bank, while at the Clough the approach used was to step the houses in the opposite direction up the valley side. Many other buildings were literally cut into the hillside creating houses with all sorts of strange layouts. A lot of the poorer housing stock in Battyford was demolished soon after the first world war. It was not until comparatively recently that modern building methods have once again seen new houses being built on the hillside.





Looking up Kitson Hill from outside the Community of the Resurrection around 1910.

In the grounds, over the wall to the left, stands Field Head the home of Dr John Kitson who gave his name to the hill. Field Head still stands in these grounds and for a number of years has operated as a nursing home.

To the right of the picture on the lower side of the present playing field was the site of the Spring Head Colliery coal from which was mined from a seam known locally as "The Blocking Coal". Coal was always plentiful in Mirfield the area having many easily reachable shallow coal seams and also many deep coal seams mined in later years.





Looking down Stocks Bank Road about 1910.





Christ Church, Battyeford around 1910.

Completed and consecrated in 1840 for a cost of £1778. The tower bell, known as “Miss Pilling” after the lady who gave it, was added in 1843. In 1853 an organ was installed. The money for this organ was raised by Mr J.H.Hepplethwaite of West Royd who was the church’s first organist and served for over 13 years.. The ornate Lych gate was dedicated in 1905 to the memory of Sam Auty who had served as the church organist for 30 years. Today the gate is all that remains looking somewhat out of place with the new “Christ The King” church built in 1973 after the original church was destroyed by fire.





Looking up Stocks Bank towards Christ Church around 1910.

This road, now called Stocks Bank, seems to have had a bit of an identity crisis over the years. In the picture above it was called Church Lane and at other times referred to as Bracken Hill. Also, what we know today as Coppin Hall used to be called Mill Lane! This area was at one time known as Cinder Hill.





Looking up Stocks Bank towards Coppin Hall Lane on the right in around 1910. Stocks bank follows the path of the old Dewsbury to Elland turnpike road. At the time of this old photograph this was probably right on the fringes of Mirfield. Looking at the present day photo it really illustrates Mirfield as one rather large village and how it is still growing with new housing gradually taking over the green fields that surround it. At the bottom of Stocksbank, behind where these photos were taken from, stood two long gone pubs. "The Old Yew Tree Inn" was set back on the left of the road just above the present Three Nuns. Slightly further up nearer the junction stood the "Horse Shoe Inn" this, along with the original Three Nuns, would in its day have been a busy coaching inn on the Manchester- Leeds route..





The White Gate Inn, Leeds Road around 1920.

The White Gate was originally the third public house on Leeds Road between Cooper Bridge and the top of Sunnybank. The Three Nuns still remains in a relatively recent rebuilt form, but the Old Yew Tree and the Horse Shoe Inn that were in between have long since closed their doors to the public. The Yew Tree is still standing but now converted into a residential property, the Horse Shoe was demolished in the 1960's.





The gas lamps are long gone in this view looking down Coppin Hall towards Huddersfield Road.

The building in the distance with the tall chimney was Stotts' Corn Mill. A fire on the 15th of April 1909 virtually destroyed the mill.

Until the late 1990's the Cottage Motel stood on the other side of Huddersfield Road. It was closed and its subsequent demolition was to provide increased car parking for employees of John Cottons, Nunbrook Mills, who occupy the left hand side of Huddersfield Road all the way to the Three Nuns Junction.





Battyford around 1910 looking toward the Wilsons Arms. The shop on the right was Willan's grocer's shop.





Many people will be surprised by the number of houses that once lined Huddersfield Road at Battyeford. The stairs going down to the river in the old photograph are still visible today, although partially obscured by undergrowth. The 'Ha'p'ny Bridge' or 'Halfpenny Bridge' was so named due to the halfpenny toll that was charged before you could cross it. Before the bridge was built, to cross the river, a small ferry operated from the banking near the Pear Tree Inn. This area and the banks of the river alongside the football fields were once known locally as Battyeford Sands. In the days before private cars many families would spend a day picnicking and paddling along the river's banks. Rowing boats could also be hired from the bottom of the stairs mentioned earlier for those with more adventurous and energetic tastes.





Huddersfield Road, Battyeford around 1920.

Even in the 1920's pet food must have been big business. The sign on the side of what is now Cutting Tool Supplies Ltd reads "SPRATT'S PATENT DOG CAKES, CHICKEN MEAL and PUPPY BISCUITS". The dog next to the hand cart looks as if he's about to go in search of a free sample!





Taylor's Newsagents, Huddersfield Road, Battyeford around 1910.

The name Battyeford first appeared in the early 1800's. Prior to this, the area was known as "Far Moorside". The name probably changed to reflect the name of the cattle crossing on the Calder used from the 1700's until the late 1800's near the site of the Halfpenny Bridge. Local droves would have driven their cattle over this relatively shallow section of river on their way to market. The name Battye is a fairly common surname around the area, the ford itself may well have taken its name from an association with this family.





Snake Hill, Huddersfield Rd around 1900.

At a first glance nothing seems to have changed greatly over the last century. But take another look and you can see the last separate section of terrace with the shop has been demolished. Snake Hill itself in the background is mentioned as far back as 1607 and was said to be “snake ridden!”

Between here and Doctor Lane stood Little Moor House now the site of “The Maltings”. In 1631 the “Black Death” Bubonic Plague was brought to Mirfield by a stranger Elizabeth Prince; 130 people fell victim to the disease. Fear of the disease was great and funerals of victims were not permitted in church for fear of spreading the disease. So large communal graves were dug. One such grave was in the field adjacent to Little Moor House. Prior to the building of “The Maltings” it was always known as the “Plague Field” and before any building work was carried out a survey had to be done to find any human remains! The fear that Bubonic Plague could still be present after all these years is still considered!

“Surprisingly” nothing was found and the new estate was named after the maltings that once stood nearby, perhaps “Bubonic Place” or even “Plague Crescent” may have been more appropriate.





Battersford Station was the first station of the Leeds New Line after it branched away from the Huddersfield to Leeds line at Heaton Lodge. Besides the station itself there was also a substantial goods yard and warehouse extending out from behind the station all the way down to Nettleton Road.

In 1902 the station had a full time staff of 6 people. A ticket to Cleckheaton cost 7 old pence.

As you can see nothing at all remains of the Station today and many younger people would be very surprised to learn of its existence.

Although the station itself has long gone the viaducts across the valley still remain. The one near to Huddersfield Road defeated all attempts (including explosives) to remove it during the 1960's, ending with the bankruptcy of the company contracted with its demolition.





Battyeford seen above in the 1960's when under the control of British Railways.

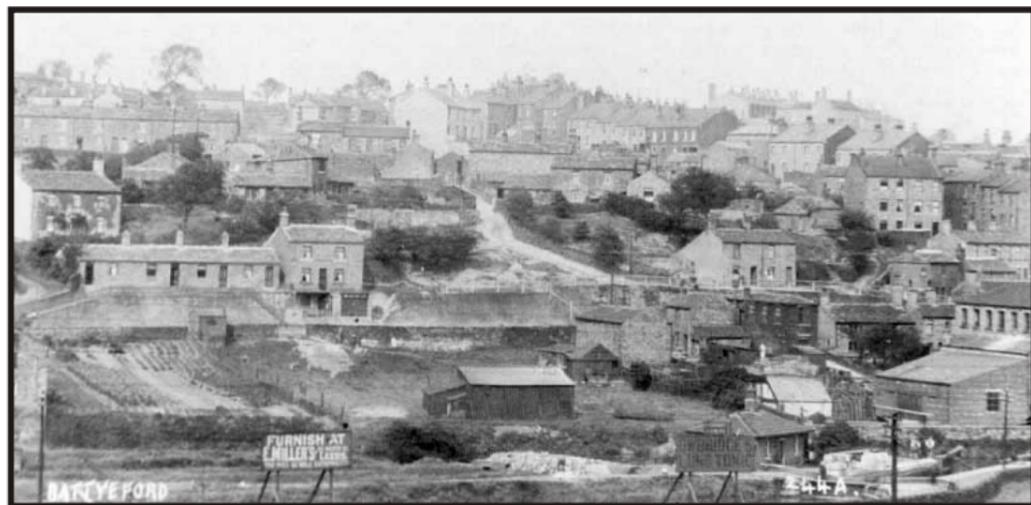
The bottom picture is much earlier from the days of the London & North Western Railway.



The 267 feet girder bridge on the left crossed the River Calder from Heaton Lodge. The valley was then spanned first by a stone viaduct of 89 yards and then a longer 193 yard section built of blue engineering brick. The latter crossed Huddersfield Road next to the Maze 'n' Fair Restaurant. The station's platforms extended out over the road on to the viaduct from behind where these other photographs were taken from.

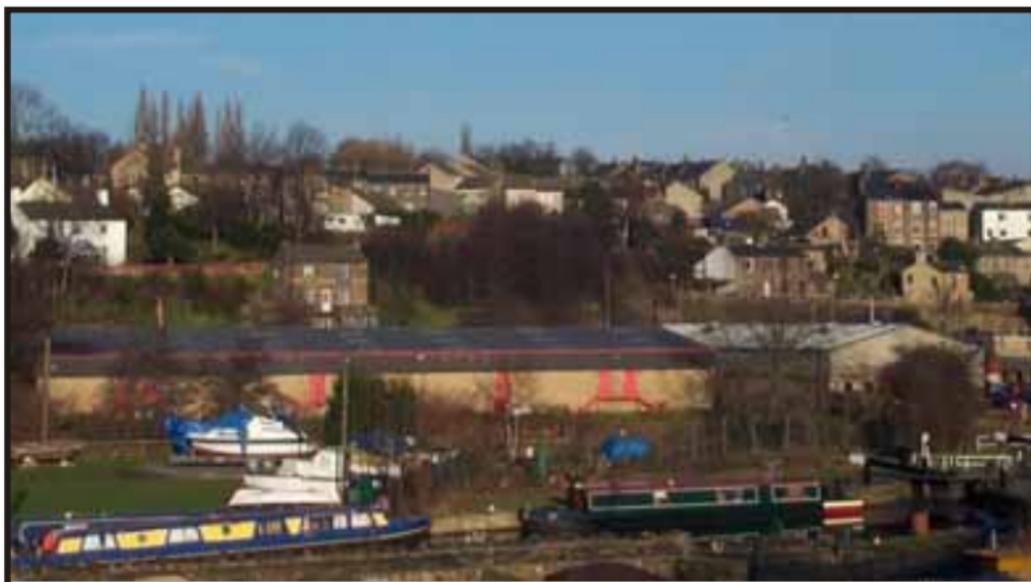
After its demolition parts of the girder bridge were re-used in Southern Ireland.





This view looking over to Huddersfield Rd at Battyeford is taken from the rail bridge over Wood Ln at the Heaton Lodge Rail Junction.

Initially the view would appear to have changed greatly, but if you ignore the new industrial buildings in the foreground and follow the path of Huddersfield Rd along from the white house on the left, you will see many buildings still remain largely unchanged over the passage of a 100 years.

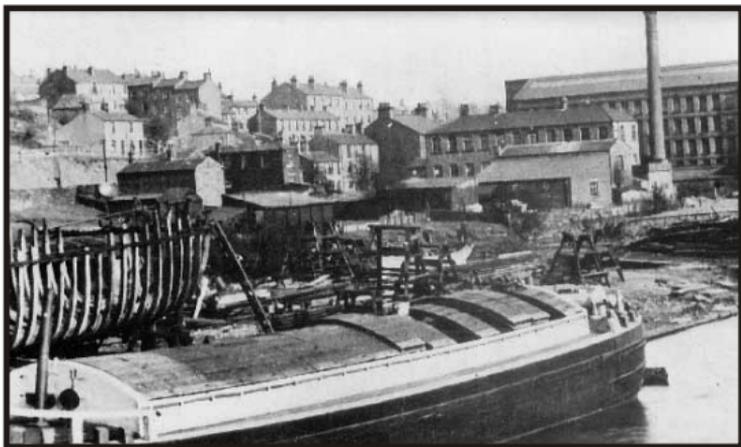




Work and pleasure, I doubt that the old barge men would be able to comprehend the changes that have taken place in the canal over the last 50 years, from the wide wooden working coal barges to the narrow steel pleasure craft of today.

This view of Battyeford Boatyard serves to illustrate the change of use from a working canal into a place of recreation and pleasure.





These two views of Battyeford boat yard show the typical Yorkshire Keel barges being built. This design of barge being common to many of Yorkshire's waterways. The keel and ribs would be assembled first using methods little changed over hundreds of years. Then long wooden planks would be shaped, steamed in an oven to make them pliable before being nailed to the ribs of the hull. The gaps between the planks would then be caulked by driving pitch soaked hemp into the gaps to form a water tight seal. The completed hull would then receive a thick coat of bitumen for protection





Kirklees Bar stood on the road to Brighthouse near the Corn Mill.



This section of road formed part of the Dewsbury to Elland turnpike. Turnpike roads came about by an act of parliament passed in 1667 allowing entrepreneurs and locally formed trusts to build roads and charge travellers for passage. Prior to this no formal road system had really existed since Roman times. The advent of turnpikes saw the beginnings of a true road network and for the first time the opportunity to travel the country with relative ease.

Barhouses like the one above would be located at points along the turnpikes to "Bar" the way until a toll fee had been paid. Although the toll was long abolished Kirklees bar was still standing in the 1960's.





The road junction near to the Three Nuns has been an important intersection for hundreds of years. At this point travellers could cross the River Calder at Cooper Bridge and continue their journey on to Huddersfield and Manchester or even start the long trek south to London; over Colne Bridge and down to Barnsley. A large house known as Obelisk Grove stood in the grounds behind the Dumb Steeple in the picture above.



Cooper Bridge Station

On the railway bridge just out of shot in these pictures stood Cooper Bridge railway station to the left., this was Huddersfield's first railway station opened in 1840. The station survived until 1950. You can still see the bricked up entrance under the rail-bridge .





The Three Nuns complete with petrol pumps in the 1920's.

Two pints of bitter, a bag of peanuts and a gallon of petrol please!

The picture above was taken from a 2" x 1" business card produced in the 1920's by Mr F Brook the then proprietor of the Three Nuns. The "Nuns" had provided stabling as a coaching inn for hundreds of years, obviously Mr Brooke thought only appropriate to keep up with the times.

The picture below shows Kirklee's Lock (just before the entrance to the Old Corn Mill). In the 1920's its proximity to Robin Hood's grave made it a popular picnic spot for early motorists.



Right More familiar forms of transport on the Dewsbury Elland Turnpike near the Corn Mill in the 1930's.

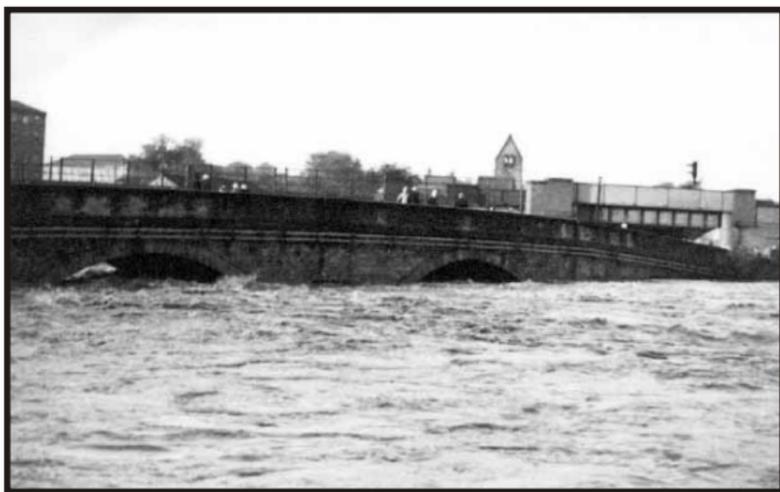


Newgate, 6pm Friday 20 September 1946

At this time all the roads into Hopton were completely blocked! The Ship Inn on Steanard Lane had all but sunk and the Navigation Tavern was full of the navigation!

The buildings under the bridge are the old Electrical Transformer building and the Iron Foundry which used to produce iron road furniture (drains, manhole covers etc) for use all over the country.





Ledgard Bridge, 5.45pm Friday 20th September 1946.

Mirfield's lower areas have always been prone to flooding, although in recent years since the construction of a flood alleviation scheme in Dewsbury, less seriously.

However the "Great Flood" of 1946 as it came to be known was by far the worst in living memory.

Those that remember it recount watching from the bridges as all manner of things were swept past in the water, farm animals alive & dead, drums & containers of all descriptions, rowing boats & wrecked barges and a hen hut complete with hens sitting on the roof.

This series of photographs were taken by local man Ben Popperwell over the hour or so that the flood was at its worst.





Allotment Gardens, 6.30pm Friday 20th September 1946.

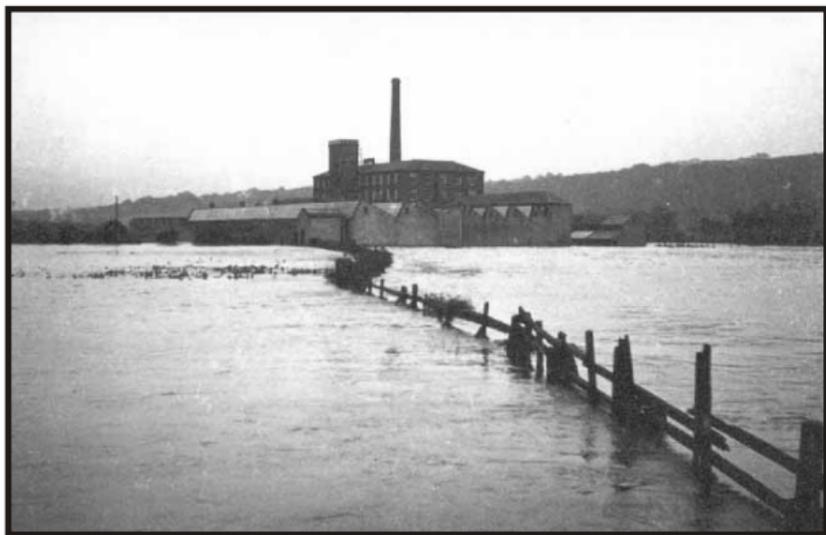
The flood level had now just about reached its peak, and any vegetables in the allotment wouldn't need watering for a week or two!

The large buildings in the distance are the railway goods yard. You can also see the old water tower on the extreme right of the picture. The goods yard sidings extended from here all the way to the rail bridge over the river and Steanard Lane.

The railway employees canteen was housed in a single story red brick building at the top of Back Station Road.

Prior to World War 1 the top half of the allotment field was the site of a football pitch.





Holme Bank Mills, 7pm 20th September 1946

The mill looks like an island in this photograph, work had ceased due to the water levels at noon and most staff had been sent home.





The Ship Inn at Shepley Bridge taken on the 20th September 1946, during the “Great” flood.

I think the landlord would have a valid excuse if accused of watering the beer on this day don't you!

We have had Steanard Lane closed for flooding often in recent times , but this picture brings an all new meaning to the term.



BUSES TRAMS AND TROLLEYS



Fir cottage tram terminus around 1905

This was the nearest point to Mirfield the tram system extended.

Yorkshire and particularly its West Riding always had a reputation for having an excellent public transport system. Trains, trams & buses served all corners of the county. In fact a journey on public transport 50 years ago would have been significantly quicker and less hassle than on today's idealist joke of a system!

The first real advance in public transport was the 1870 Tramways Act allowing the formation of companies to construct and operate local tram systems.

Very quickly companies were formed across the county and extensive systems of tram lines laid. Initially the tram cars would be pulled by two horses. In 1879 the Dewsbury, Batley & Birstall Tramway Co. was one of the first to move from horse power to steam. Initially using small steam tram engines to pull the existing horse cars, but the increased power of steam soon made it possible to pull far larger cars and by 1900 fully enclosed double decker cars were widely in use. In the early 1900's steam began to give way to electrification and the counties roads became lined with posts to support the overhead cables and equipment that supplied power to the trams. (The same system still remains in use at Blackpool.)

Strangely, although nearly every major town in the county was served by the tram system, Mirfield never was. The line from Dewsbury ended at Fir Cottage near to the Swan public house and the Huddersfield Line ended at Bradley near to the White Cross public house. The route to join these two points was planned and authorised but was never built. By the 1940's the days of the tram were coming to an end as the more outlying routes began to be served by more conventional automotive transport.



The Daimler 40hp bus shown above at Fir Cottage around 1913 operated a service from the tram terminus there to the start of the Huddersfield tram system at Bradley.

Surprisingly one of the main contributors to the end of the trams was the First World War 1914-1918. Being the first truly "modern" war large numbers of motor vehicles were produced and shipped to Europe, at the end of hostilities and their return to the U.K. these vehicles along with the young men trained to operate them found their way into the civilian market. Rapidly the haulage companies moved from the horse to the motor vehicle. Other vehicles were converted into the first buses.



A trolley bus approaching the old tram terminus at Bradley in the late 1960's.

Huddersfield and a number of other towns in the area did not completely abandon the idea of trams, but went on to adopt Trolley Buses. These were basically an electric bus that the driver steered in a conventional manor that used the existing tram system overhead cables for power. The trolley buses were clean, quiet and quick but by the 1960's low oil prices plus the cost of maintaining the overhead equipment saw the end of the trolley bus era, the last Huddersfield trolley bus service taking place on 13 July 1968.



A Yorkshire Woollen Leyland bus approaching Bradley tram terminus in the mid 1920's. If you look carefully the L&Y Cooper Bridge Station can be seen in the background.

The "around the houses" Mirfield Via Knowle / Dewsbury Via Knowle bus route has been around for quite a few years! The Leyland A13 bus shown above, operated the route in 1920's while the Sentinel STC4 owned by local Mirfield company J.J Longstaffs & Son operated the route in the early 1960's.



THE DUMB STEEPLE, THE CROPPERS TALE AND TROUBLE AT THE MILL.



An early 1900's hand coloured postcard showing the Dumb Steeple in it's original position on the island in the middle of the road. It was moved over to the side of the road when the junction was altered in the 1980's.

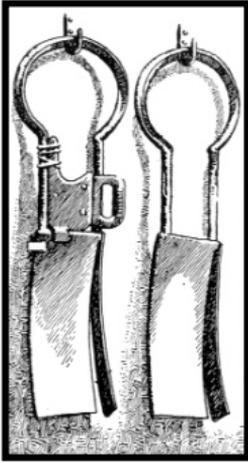
Regardless of the Dumb Steeple's involvement with the Luddites it was already there before those troubled times, so what was its purpose? Well one theory suggests that it may originally have been the site of a Roman route marker. Another that it was a medieval guide post to the cattle crossing at Cow Ford, now the location of Cooper Bridge. And yet another theory is that it was a boundary marker for land owned by the priory and under the protectorate of the church.

At the junction of Leeds Road and the old Brighouse-Elland Turn Pike, stands a 26ft stepped stone column topped with a ball, known locally as the "Dumb Steeple". Constructed from local stone the column bears neither inscription nor markings of any kind. The column is thought to date from the early 1700's and could well have replaced a previous monument on the site. The meaning of the name and its purpose have long been forgotten, but here are some of the more common theories:

The "steeple" part of the name suggests a religious connection and the proximity to the old Kirklees Priory could give this some credence, alternatively it may just refer to its shape. The "dumb" part of the name is even more puzzling. If we follow a religious theme it could be a corruption of "Domini", latin for "Lord's", making it the "Lord's Steeple" (Domini Stapulus). Alternatively, it could be a corruption of "Doomed Steeple"; doomed being a reference to King Henry VIII's dissolution of the monasteries that closed the nearby priory. On a lighter note local parents when asked by their children why its called dumb, would often respond "because it says nowt!" My favourite theory is that it is a shortening of "dumb mans steeple" being a reference to the role it played in the Luddite rebellion. This theory is supported by the fact that prior to the Luddites the monument is referred to as the "Obelisk". The large house that stood close by being Obelisk Grove and the turnpike the monument stands at is often referred to as the "Brighouse Obelisk Turnpike Road".



A large house known as Obelisk Grove stood in the grounds behind the Dumb Steeple in the picture above.



Cropping shears, like the ones shown above, had already been in use with little change for generations by the 1800's. Measuring over 3 feet long and weighing over 40 pounds they would have needed a great strength and skill to operate them. The picture to the right is a period painting of a master cropper at work.

Fabric production has been carried out in Mirfield and the surrounding area for at the last 800 years and in 2003 there are four remaining active mills still producing fabric for export all over the world. In the 1750's Hopton alone was listed as having forty weaving looms, the industry in those days being largely a cottage based one. Local families would have specialised in the different processes involved in the manufacture, a system known as "Putting out" was operated where by a "Master Clothier" would have delivered by packhorse the raw wool and yarn to separate cottages to be spun into yarn or woven into fabric. Later this would have been collected to be taken on to further cottages to be fulled, a process whereby the cloth is pounded to "full out" the fibres giving it a softer and thicker feel. Then finally it would have been delivered to a "Dressing shop" for finishing and from there to market.



The dressing shop was the only non-cottage based part of the process. It was carried out by men known as "Croppers", compared to the numbers involved in other processes their numbers were small. The Croppers were highly skilled craftsmen upon which the end quality and hence value of the finished product depended. A well finished cloth's value could be increased by a third. Entry to the trade was strictly controlled and an apprenticeship had to be served, the skill was often handed down from father to son. They even formed their own institution operating much like masonic societies.

They were well paid, for example an inn keeper of the time was quoted as saying "The cropper lads drink three times the amount of ale per night the spinners do!". Records show the croppers were indeed being paid at least three times the wages of most labourers.

The craft that earned them such great esteem and wages involved raising the napp, (loose fibers in the cloth). This was done by stretching the cloth over an upright frame known as a "nelly" and combing it with teasels attached to a wooden frame. The cloth now with a raised napp would have a fluffy, furry surface that needed to be removed, this was done by laying the cloth over a "cropping board" (a long narrow table with a curved surface). The cloth would then be pulled taut using a system of hooks and lead weights. Next, the cropper would use the huge cropping shears who's blades were curved to match the cropping board to crop away the nap This resulted in a cloth with a smooth and even surface. The job was slow and laborious, the cloth needing to be continually advanced over the cropping table, the shears themselves weighed in excess of 40lbs. The strength the croppers used to wield these shears would later be put to a less constructive purpose.



A reconstruction of a cropper shop at the Tolson Memorial Museum Huddersfield

In the 1760's things began to change, mechanisation had arrived, the flying shuttle loom was being adopted all over Yorkshire. This new loom was not only faster than anything before but could be operated by one man. Production soared to such an extent that yarn that was still being spun by hand could not be produced in sufficient quantities. This problem was soon addressed with the advent of the spinning jenny capable of spinning up to forty threads at the same time. At this time the Master Clothier began to see the future, he was still operating the system of "putting out" the individual tasks to the self employed cottage based spinners and weavers.

With increased production he found himself spending more time delivering raw products and collecting the finished product, with all this to-ing and fro-ing he barely had time to sell the finished cloth! So why not bring all the processes together under one roof? The day of the mill owner had arrived.

By the 1770's hundreds of mills had sprung up across Yorkshire; the abundant supply of water providing power to further increase production. The new mill owners were rapidly becoming very wealthy men indeed. The cottage dwellers who's services where no longer required began to relocate from their isolated hamlets to the new towns that were rapidly growing around the new mills, providing labour for what was now becoming the first mechanised industry.

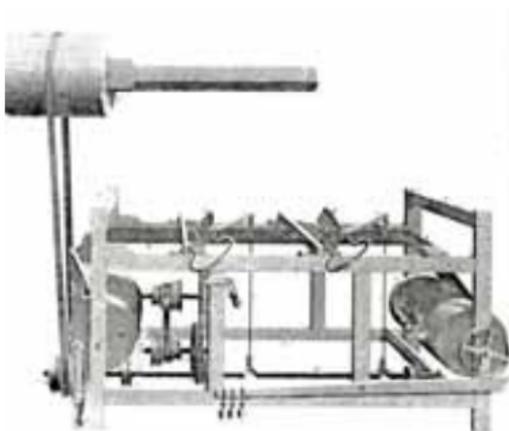
Meanwhile the croppers weren't doing too bad either, many new mill owners were still sending their cloth to dressing shops for finishing, with increased demand they too had expanded. Other mill owners built their own dressing shops, but the power of the croppers "institutions" let them, to some extent, dictate their own terms and conditions for employment. All in all the cropper's weren't having a bad time of it, but that was about to change!

As the efficiency of the new mills improved it became obvious that the dressing shops were a bottle neck to production. The only way to increase production was to pay more croppers or invent a machine to mechanise the job.

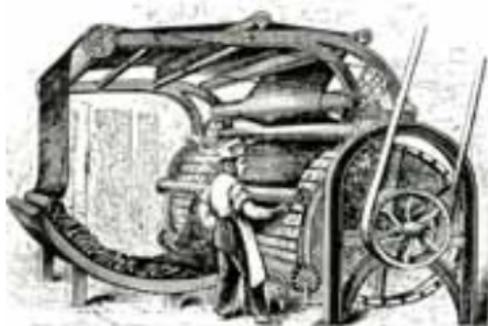
Such a machine was designed by John Harmer in 1787. The first cropper frames, as they would come to be known, mechanically operated the shears and advanced the material automatically by power being provide by pulleys from the mill wheel. One of these crude early frames tended by one unskilled operator could now do the work of ten skilled croppers.

At around the same time a device known as a "gig mill" was introduced. This simple machine also mechanised the raising of the nap.

With the existence of these two machines the croppers days were numbered and they knew it. Something would have to be done!



Period illustration of an early cropper frame similar to the ones produced by James & Enoch Taylor of Marsden.



The installation of gig mills like the one above was increasing rapidly by 1812.

In 1812 Enoch and James Taylor of Marsden near Huddersfield, who were originally blacksmiths, acquired the right to produce cropping frames. During their time as blacksmiths they had produced agricultural implements and tools, among these tools were large heavy hammers. These same hammers would later play a part in this tale. At around the same time the economy was in crisis. Britain had long been engaged in the war against Napoleon and now the Americans had introduced a foreign trade embargo. Due to this, taxation was high and export or import of goods nigh on impossible. The harvests of 1810 and 1811 were poor and by 1812 the price of corn was at an all time high.

Wages had been reduced to improve profitability but still several mills had gone bankrupt. Looking for further ways to improve profitability, the introduction of the cropping frame seemed the ideal solution. The cropping frame had been in existence for 20 years or so but were not widely taken up in Yorkshire. There had also been an uneasy stand off between the cropper's institutes and the mill owners. The croppers had managed to get a government sponsored committee to undertake an enquiry into the effect of introducing the cropping frame in 1812. Prior to this there had been some acts of violence against mills using the new technology. Unfortunately, the committee was unsympathetic and by 1812 the use of the unpopular technology was increasing rapidly. The situation in Yorkshire was at the same time to some extent being mirrored in the Nottinghamshire stocking and lace making industry, where the uptake of new methods and machinery had initially increased production but also decreased the value and quality of the finished product. In this time of financial uncertainty the mill owners of Nottinghamshire responded in much the same way as their Yorkshire neighbours, more machinery was ordered to reduce skilled staff thereby reducing wages. Poverty among the mill workers was reaching starvation point when violence erupted. A local man known by the name of Ned Ludd (whether this was his real name is not known) led the workers to attack the local mills where they selectively set about destroying the machines. They could easily have destroyed all the machines or burned down the mills but this would only have worsened their plight so only the specific machines blamed for their poverty were destroyed.



The Shears Inn where the Yorkshire Luddites held council to plan their future deeds. The building has changed little since that time.



Another view of The Shears Inn, Hightown this time dating from 1895, 83 years after the upstairs room played its part in the Luddite rebellion.

Liversedge man William Hall had been employed as a cropper prior to the introduction of cropping frames. He and several friends, many former croppers themselves, would meet in a upstairs room at the Shears Inn at Hightown. The cropper's institution had now taken on a more sinister role. Poverty was all around them but more than any they had felt their own fall from a relatively "privileged" class into poverty. They had heard tales of "General" Ludd and the Nottinghamshire Luddites and their relative successes. So they, along with like minded groups from across the county, made their plans. The Shears Inn's upstairs room became a regular Saturday night meeting place for representatives of other groups. Soon the Yorkshire Luddites were born swearing a secret oath know as "Twisting In". (To represent the many twisted fibres making up a strong yarn.)



Old Enoch

Enoch med em an Enoch breks em.

This large heavy sledge hammer was made by Enoch Taylor, he also made the frames it was used to destroy!

The Nottinghamshire followers of Ned Ludd increased in number and became known as "luddites". The luddites became more organised in their methods and began to give written notice to the mill owners of their intention if the offending machines were not removed. Quite a few mill owners paid heed of the threats and removed the machines.

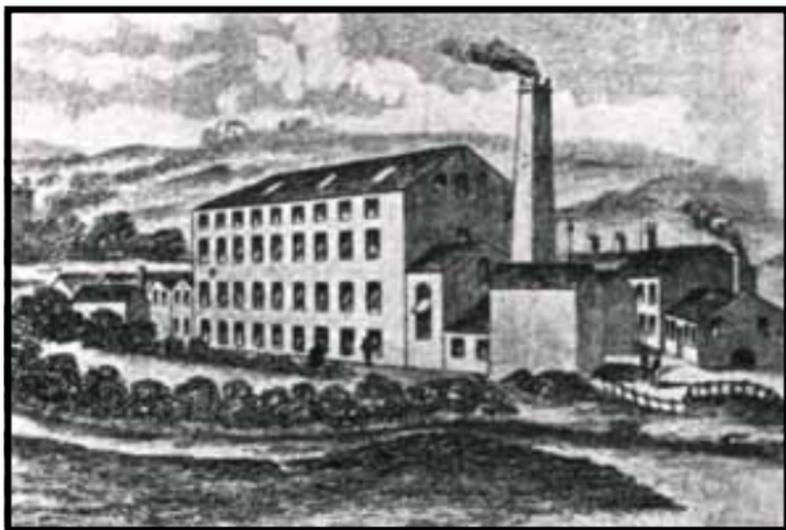
Further north, in Yorkshire, the croppers watched and started to make their plans.

The Luddite Oath

I of my own free will and accord do hear by promise and swear that I will never reveal any of the names of any one of this secret committee ,under the penalty of being sent out of this world by the first brother that may meet me. I furthermore do swear, that I will pursue with unceasing vengeance any traitor or traitors , should there any arise. should he flee

I Furthermore swear that I will be sober and faithful in all my dealings with all my Brothers and if I ever decline them, my name to be blotted out from the list of the society and never to be remembered, but with contempt and abhorrence.

So help me God to keep this my oath inviolate.



A period drawing of William Cartwright's Rawfolds Mill at Cleckheaton.

One man was destined to become the acknowledged leader of the Yorkshire Luddites. George Mellor became a frequent Saturday night visitor of the Shears Inn. Only twenty two years old and working as a cropper in his step-father's dressing shop at Longroyd Bridge, he and several friends formed the nucleus of the local luddites. His youth, enthusiasm and fluency made him the ideal leader and he commanded great respect. His men even crowned him with the title "King Ludd".

King Ludd at the head of his men, reinforced by other supporting groups from the surrounding area, carried out raids around Huddersfield smashing cropping frames and gig mills with large smithies hammers they called "Great Enochs". Referred to with a sardonic note that "Enoch makes them now Enoch breaks them"; Enoch Taylor both produced the hammers and cropping frames.

Demands in writing were issued to the mill owners calling for the removal of cropping frames and gig mills but had little effect. So the raids went on. The luddites grew in numbers and the organisation probably by now had mustered together over three hundred men.

The luddites were beginning to have a free hand to do as they pleased. Initially there had been little violence but now as the movement gathered momentum acts of robbery and violence became more common place.

The authorities seeing law and order slipping away began to fear revolution so now tried to regain control. Rewards were offered for information and severe sentences handed out to those found guilty of involvement. Large numbers of special constables were recruited and sworn in to help uphold the law. (Many of whom were of dubious character and more interested in any potential reward to be earned.) The military were also called in to restore order but only small numbers could be spared from the ongoing Napoleonic war. Plus other than the secret meetings and raids there was little opportunity for them to take any action. The mill owners began to take things into their own hands fortifying their premises and hiring private armed guards. The military also came under pressure to provide guards for some of the more affluent and powerful owners.

The luddites managed to capture the two sentries posted at the mill gates, they then surged into the mill yard hurling stones through the windows and began smashing down the doors. However, they had recently been strengthened for this eventuality and little process was being made.

Cartwright had been alerted by his dog barking and realising they were under attack ordered the mill bell to be rung to summon help. Hundreds of men were now crowded into the courtyard. The great enochs were being used on the doors but still they held strong. Cartwright and the soldiers now opened fire on the luddites with muskets from the upper floors of the mill. The luddites were caught in the open with little cover and now found themselves under heavy fire. Those with muskets and pistols tried to return fire but most of the weapons were old and their users untrained.

The soldiers however were trained and maintained steady volleys of fire into the packed courtyard. In the dark well aimed shots would not have been possible but due to the numbers in the courtyard men were still being hit. After twenty or so minutes the doors were still holding. Realising the battle was lost King Ludd and his men withdrew before more soldiers could arrive. Most of injured being carried away but the seriously injured had been left behind. At first Cartwright refused to give them any aid until they divulged the names of the luddite leaders. He later relented and they were first taken to the Old Yew Tree Inn and from there on to the Star Inn. It was there that the Rev. Hammond was called upon to administer the last rites and also probably to seek information from the dying men. One of the two, nineteen year old John Booth asked Roberson if he could keep a secret. After the eager cleric said yes, Booth responded, "So can I." by the end of the day both men were dead and the oath they had sworn remained unbroken.



The leader of the Luddites Ned Ludd

The luddites withdrew to lick their wounds, two had been killed and a number seriously injured. King Ludd was furious at the loss and probably also at the reality that the luddites were no real match for the authorities especially when they had the back up of the military. In one last show of defiance he planned now to kill the mill owners who defied his threats. He first made an attempt to shoot the much hated William Cartwright as he rode home from Huddersfield, the attempt failed. Next an attempt was made to shoot Colonel Campbell the commander of the military at Leeds outside his home but this also failed. Finally on 28th April mill owner William Horsfall was ambushed at Crossland Moor on his way back to Ottiwells Mill, Marsden where he had, despite repeated threats, continued to operate new finishing machines. Horsfall was shot in the thigh, severely wounded he was carried by passersby to the Crossland Moor Inn where he died from a loss of blood. The days of the luddites were drawing to an end, the smashing of machinery being one thing cold blooded murder another. Many of the men had no stomach for it.

The authorities responded by offering a huge reward of £2000 for information on the culprits. But the oath still bound the luddites together. It was not until autumn that year that Benjamin Walker broke the oath and betrayed King Ludd and the luddites. The authorities acted quickly rounding up ring leaders. The more lowly participants were given the chance to give themselves in and surrender their weapons. They were then pardoned and sent on their way, after all they could not imprison the full workforce. This process became known as "being untwisted".

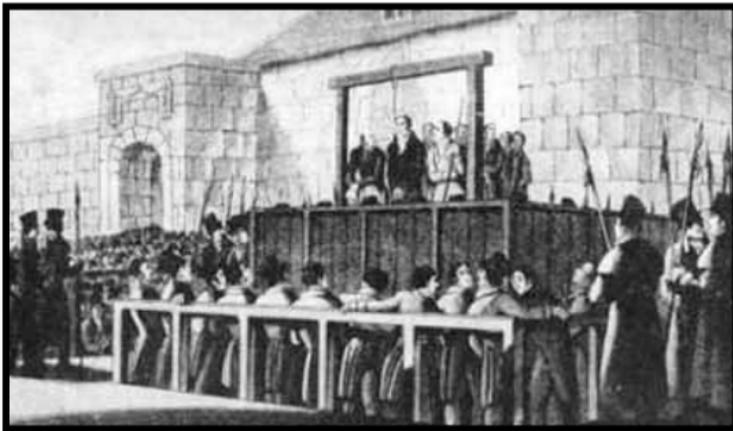


York Castle prison where the Luddite prisoners were held prior to execution, it is now the Castle Museum.

William Hall who had held his weekly meeting at the Shears Inn along with King Ludd (George Mellor) found themselves clapped in irons at York's Castle Prison. They along with another local man, Benjamin Walker, were charged with the murder of Horsfall.

The government was determined to reassert its authority; an example needed to be made and it was.

On 8th January 1813 the three men convicted of Horsfall's murder were hanged. Just over a week later, on the 16th of January, fourteen other condemned Luddite's were executed for their parts in the raid on Cartwright's Mill, in what was to be York's biggest ever hanging. Five of them were condemned for riot, six for burglary and three for robbery, having been convicted under the Frame Breaking Act that came into force the previous year. They were put to death in two groups by the executioner John Curry - seven at 11.00 a.m. and seven at 1.30 p.m. A "vast concourse" of people assembled on St George's Field, York to see this mass "launch into eternity" as hangings were then known.



17 Luddites went to the gallows. Judge Baron Thompson told them: "It is of infinite importance to society that no mercy should be shown to you. It is important that your sentence should be speedily carried out and it is but right to tell you that you have but a short time to remain in this world. I trust not only those who now hear me but all without these walls to whom the tidings of your fall may come, will be warned of your fate"

William Cartwright went on to become quite the hero among his fellow industrialists and they awarded him £3000 for the “heroic” defence of Rawfolds Mill. Benjamin Walker, the man who’s treachery had helped send seventeen men to the gallows, served a short sentence for his part in the events and returned with his reward to his home near Marsden. Neither he nor the locals forgot his broken oath and he lived out his years both scared and shunned by former friends.

New and improved types of “finishing” machines were installed in the mills and within twenty years the croppers trade was nothing but a distant memory. Napoleon was defeated at Waterloo and worldwide trade was possible again. Steam had replaced water and the industrial revolution with its “dark satanic mills” loomed on the horizon.

Since those few short months in 1812 Britain has never again come so close to civil war and revolution.

This song was sung at the time of the Yorkshire Luddite revolution; it quite accurately sums up their exploits.

THE CROPPERS SONG

COME CROPPER LADS OF HIGH RENOWN,
WHO LOVE TO DRINK STRONG ALE THAT’S BROWN
AND STRIKE EACH HAUGHTY TYRANT DOWN
WITH HATCHET, PIKE AND GUN.

CHORUS:

OH THE CROPPER LADS FOR ME,
THE GALLANT LADS FOR ME,
WHO WITH LUSTY STROKE THE SHEAR FRAME BROKE,
THE CROPPER LADS FOR ME.

WHO THOUGH THE SPECIAL STILL ADVANCE
AND SOLDIERS NIGHTLY ROUND US PRANCE,
THE CROPPER LADS STILL LEAD THE DANCE
WITH HATCHET, PIKE AND GUN.

CHORUS,

AND NIGHT BE NIGHT WHEN ALL IS STILL
AND THE MOON IS HID BEHIND THE HILL,
WE FORWARD MARCH TO DO OUR WILL
WITH HATCHET, PIKE AND GUN.

CHORUS,

GREAT ENOCH STILL SHALL LEAD THE VAN,
STOP HIM WHO DARE, STOP HIM WHO CAN.
PRESS FORWARD EVERY GALLANT MAN
WITH HATCHET, PIKE AND GUN.

MADE IN MIRFIELD

MIRFIELDS LEGACY TO THE MOTOR INDUSTRY: THE L.S.D. CYCLE CAR

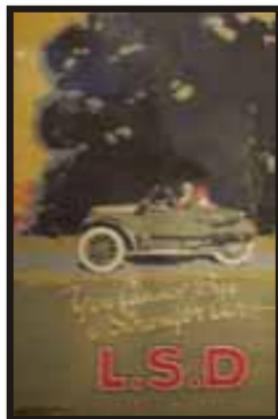


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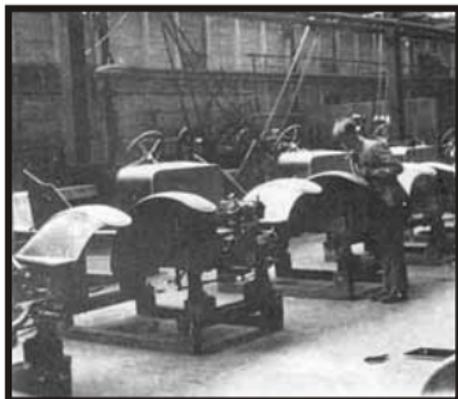
The Tolson Museum, Huddersfield's rare surviving example of the L.S.D. Cycle car.

For a few short months in the mid 1920's Mirfield may have been on the verge of becoming one of the countries great motor manufacturing towns. When the newly formed L.S.D. Motor Co. Ltd. started production of the 3 wheeled L.S.D. Cycle Car at its new premises at Nunbrook, Mirfield (near to the present John Cottons site).

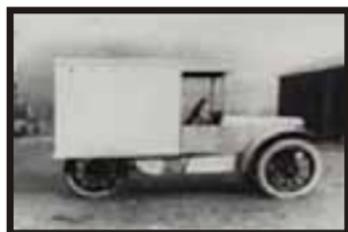
Various forms of the car had been produced prior to this since 1919 under the brand name of L.S.D. by Sykes & Sugden the Huddersfield based electrical engineers. The L.S.D. name being taken from the designer "Longbottom", manufacturer "Sykes" and accountant "Dyson". L.S.D. also being the abbreviation for pre-decimal "Pounds, Shilling and Pence" also no doubt suggesting affordable and value for money!



During the first world war many young men had their first introduction to motor vehicles, and upon its conclusion in 1918 many small motor manufacturers sprang up to serve this new found market for cheap motorised transport, be it on 2,3 or four wheels! (Prior to this motor vehicles had mainly been playthings of the more affluent classes.)



L.S.D.'s under production, probably at Linthwaite Factory.



The Van bodied Variant

1921 Standard Model Specification

Engine	V Twin 8 Horsepower J.A.P.
Consumption	50 M.P.G.
Gearbox	2 Forward 1 Reverse.
Controls	Wheel mounted Accelerator & Ignition. In body gear change Hand brake outside.
Brakes	Foot front & rear. Hand rear.
Lighting	Acetylene.
Extras	Electric Lighting, Spare Wheel, Speed Indicator.

In 1922 production was switched to new larger premises in Linthwaite. The "Motor Cycle Magazine" had carried a very favourable report on the L.S.D. in 1921, and sales had steadily increased since that time. Three models of the car were now available, Popular, Standard & Family, ranging from around £140 to £161. In addition two commercial variants were in production, a van & a pick-up.



The Pick-up bodied Variant

The cars were constructed on a welded angle iron chassis. A wooden frame of American Oak was then bolted to the chassis and skinned with metal plate. Unlike later forms of 3 wheeled transport, the two wheels were on the front as per a traditional car and the third wheel provided drive at the rear. Power was provided by a Twin V Cylinder motorcycle style 8 or 10 H.P. engine produced by J.A.P. or Blackburn.

The car for a simple vehicle was very labour intensive to produce a team of around ten people producing around 8 cars per week.

By 1923 the manufacturers Sykes & Sugdens had begun to fall upon hard times and would shortly fall into liquidation. So a new motor company in it's own right L.S.D. Motor Co. Ltd was formed to construct the vehicles on a new site at Nunbrook, Mirfield. Sadly sales declined for the following twelve months and yet again the company collapsed into liquidation and so ended Mirfields foray into motor vehicle construction.

Another small manufacturer called Morgan was at the same time following very much the same recipe, but as you probably know things turned out somewhat more successful for them!

MADE IN MIRFIELD

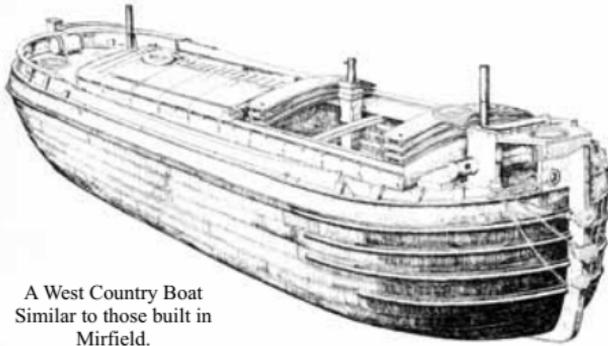
BOAT BUILDING & WEST COUNTRY KEELS



Launch of the "Elizabeth B." At Ledgard Bridge Yard 1951.

Mirfield has long been associated with boat building. The first boat yard being established at Shepley bridge in 1776, followed by two further yards at Ledgard Bridge (near the Navigation Tavern) and Battyford (on the island between the river and the canal).

These three yards over the next 178 years produced hundreds of boats for owners all over the county. 373 craft were registered as being built at Mirfield. The last commercial barge to be launched was the keel "Isobel" in 1955.



A West Country Boat
Similar to those built in
Mirfield.

The barges built in Mirfield were known as "West Country Keels" this name coming from their reduced dimensions in comparison to their larger cousins the "Yorkshire" and "Humber" keels which were too large to navigate the inland waterways to the west. The Keel is a very ancient type of craft, probably being directly descended from the Viking long ship. The name "Keel" coming from the Anglo-Saxon word "Ceol" a single masted square rigged ship. Evidence of the basic keel design goes back as far as the thirteenth century.



A Viking Long Boat the distant ancestor of the Keel.

For hundreds of years keels were the work horses of east coast rivers and estuaries. Reminiscent of Viking long boats they maintained the single mast and square sailed rig. Over the years the keels increased in size to a fairly standard size of between 60 and 70 feet to be known as Humber Keels. Steered by tiller with two cabins below deck fore and aft. The rest of the hull formed one cavernous hold capable of carrying upward of 60 tons of cargo. In time with the onset of the industrial revolution it became possible to navigate via the inland waterways from the east coast to the west coast. To navigate these waterways, especially the Calder and Hebble Navigation, keels of specific dimensions were built, known as West Country Boats or Keels; this was the barge to be built in Mirfield for a 178 years.



A fleet of Humber Keels under sale in the Humber estuaries in the early 1900's.

West country boats were built to a maximum length of 57ft 6in and breadth of 14ft 2in this being the maximum size able to pass through the locks of the upper Calder and Hebble Navigation, although smaller than their Humber cousins they were still capable of sailing onto the tidal estuaries of the Humber and were the only barges capable of crossing the country fully from coast to coast.



Keels under construction at Battyeford boatyard early 1900's.



Preparations being made for the launch of the keel Ethel at Ledgard Bridge Yard in 1952. After her retirement in 1975 she went to the Boat Museum at Ellesmere Port but sadly was broken up 10 years later due to her advanced state of decay.



Launch of the keel Eddie in 1910. She was the last keel to be launched at Shepley Bridge.



Another view of Battyeford yard a keel in the early stages of construction can be seen in the background.

The keels constructed in Mirfield yards were made of timber. The methods of construction little changed for hundreds of years. (Later keels made elsewhere were often of iron or steel.) A oak frame would be constructed parallel to the cut, (Canal.) as can be seen in the pictures of Shepley Bridge yard. This skeletal frame would then be Oak planked from the bottom up. To enable the planks to follow the curves of the frame, they would be steamed for many hours in large steam boxes. The planks then very flexible would be iron nailed to the frame quickly before they cooled and their rigidity returned. The gaps between the planks been made watertight by a process known as "Caulking" whereby cotton or shredded hemp rope mixed with pitch (molten black tar) is forced into the gaps. Finally pine decks were fitted and the hold covered with sectional wooden hatches.

The hulls would then be painted over with pitch for protection and the coamings and decks would receive a lick of paint. Keels were not "pretty" boats and did not receive the ornate art work of some canal barges, in fact the only real sign of sentiment being they were nearly all given names.



Although West Country Keels were capable of sail this was largely reserved for the Humber and larger sections of river. As seen on the canal at Shepley bridge above the horse was the more common method of power.

Initially the West Country keels were equipped with sails that would be used on the Humber or elsewhere if the opportunity arose, the rest of the time the power being provided by a horse. With the advent of steam, keels began to be built without the provision for sale, these boats often known as “Dumb boats” would be towed in groups by steam tug on the Humber and horse elsewhere. Steam engines were later fitted to some Keels allowing them in turn to tow a dumb boat. With the arrival of the diesel engine, Mirfields yards found a new job converting many dumb boats to this means of power in the 1930’s and 40’s.



Gwendoline the sole survivor in dry dock at The Boat Museum at Ellesmere Port.

I am afraid if you were to take a stroll down to the canal today in search of a West Country Keel you would be disappointed. The last commercial barge operations ceased in 1981. The canal has now moved on to different things with the industry along the banks now largely gone and the advent of “cheap” road transport it has now become a lady of leisure used for fishing, walking and cruising. A glimpse of the past can still often be seen in the form of the steel hulled motor barge “Integrity” built in 1935 and now converted into a house boat, she exhibits many characteristics of more traditional keels.

Of the hundreds of west country keels built in Mirfield and the county one sole survivor remains “Gwendoline” built and launched at Ledgard Bridge yard in 1953, retired in the late 1970’s and subsequently converted to a house boat was found in a semi-sunken state at Shipley in 1999. She is now undergoing restoration at The Boat Museum at Ellesmere Port.



The Three Nuns, Kirklees Priory & Robin Hood



The old Three Nuns in the early 1900's
The "Nuns" has been the start point for local "Harriers" cycle clubs
for many years.

The first inn at Nunbrook was built in 1497 and an inn in some form or other has stood there ever since. Many will be surprised by the relative youth of the present Three Nuns; although it gives the appearance of been considerably older, it was not built until 1939 in a mock Tudor style. It replaced the building shown in the old photos of which parts were thought to date back to the original 1497 inn. The original inn stood alongside the road occupying the present Three Nuns car park; the new building been set further back. It is rumoured that the original inn's extensive cellars still remained intact but sealed off under the car park to this day.



The Three Nuns also has connections with the Luddites who gathered in the nearby field before attacking Rawfold Mills in Cleckheaton. The Shears Inn at Hightown is the recognized meeting place of the Luddites, but rumour has it that the Three Nuns also played a part. In the 1920,s a collection of Luddite weaponry was found concealed in a ceiling.



The Three Nuns around 1904.



Cecilia Topcliffe, Joan Leventhorpe and Katherine Grice
The original proprietors carved in stone over the entrance.

The present day Three Nuns is still an impressive building in its own right, the exterior remaining largely unchanged since its construction. Sadly the interior has suffered somewhat over the last two refits the pub has undergone. Originally the interior was split into a number of oak panelled rooms in character with the mock Tudor theme. The layout was changed to a more open plan form during the late 80's but sections of the oak paneling still remain. The windows contain small stained glass panes which are well worth taking time to look at if you visit. If you look carefully you will find clues to the date of the building. Above the fire place in the snug is a large painted panel featuring a picture of three nuns; this picture is a copy of the original pub sign on the old building and can also be seen carved in stone above the entrance.



An artists impression of how the priory may have looked.



The Priory Gatehouse.



Kirklees priory stood in the grounds of the Kirklees estate to the rear of the Three Nuns dating back to the 12th century, it was given official charter in 1236. It was a Cistercian Priory. The nuns wore white cassocks and lived life to the very strict rules of a Benedictine Order, no meat was eaten, no possessions allowed and life was lived in a very simple puritanical fashion.

In keeping with this the priory would have been of a simple and basic nature. Nothing remains today of the priory buildings but the 1916 Holbech drawing gives an impression of how it may have looked based on records and archeological excavations that took place in 1902. Descriptions of some of the buildings taken from the survey by King Henry VIII's commissioners mention the following:

“The Church - 80ft x 20ft roof covered with slate, glass windows 50ft of glass, with a high altar, 2 alter in the choir, 2 beneath and 22 stalls in the choir for the Nuns.

The Cloister South of the Church - 40ft square breadth 7ft, 3 parts covered with slate, chambers over the other parts, without any glass.

The Chapter House on the East of the Cloister - 16ft Square, under the dormitory with 3 little windows 6ft of Glass.

The Dormitory - 40ft long 18ft broad, covered with slates.

A Parlour under the dormitory - 18ft square, with a chimney, 2 bay windows, containing 30ft of glass.

The Refectory - 34ft long and 18ft broad, stone wall, no glass covered with slate.

Five Little Chambers over the West end of the cloister for the Ladies and others to work in - covered with slate.

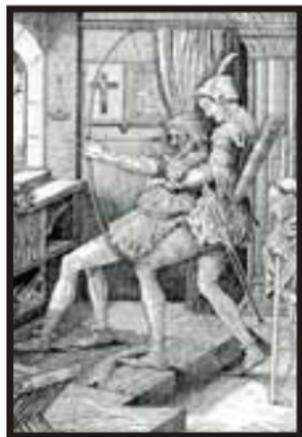
The Hall at the West end of the Church - 30ft by 21ft, without glass.

A Parlour at the upper end of the hall - 24ft by 16ft, no glass.

The Prioress Chamber at the North Side of the nether end of the Church - 24ft by 16ft timber walls, no glass.

The Infirmary at the nether end of the Refectory - 19ft square, old stone walls, a Chimney and no glass.”

The number of nuns at the priory would be few, small priories such as this serving as homes and refuges for the aged, widowed, and orphaned along with those who joined the sisterhood through calling. The nuns were provided for by donations and in a deeply religious age land or money was often donated or bequeathed to the order in return for the promise of regular prayers for the benefactor. Through this practice some orders amassed great wealth and power through land rents. Unfortunately this was all to come to an end in 1539 when Henry VIII announced the dissolution of all monasteries. At this time there were only eight nuns remaining at the priory, the Prioress Joan Kippax along with four others took up residence at Paper Hall. (Now demolished but stood on Flash Lane). The remaining three, Cecilia Topcliffe, Joan Leventhorpe and Katherine Grice, so the story goes, opened a tavern on the edge of the priory, that many years later would be renamed after them - The Three Nuns.



Robin shoots his last arrow.

As mentioned earlier nothing remain of the priory itself, the final remnants being used to construct Kirklees Hall. The Gate House is the sole remaining building from the priories time and it was the scene for a famous piece of folk lore.

According to legend

After many years living in the forest Robin was feeling old He could no longer rob the rich Norman Noblemen that travelled along the forest roads, and the group of outlaws were starting to disband. Hans Dale had returned to his village with his wife and Will Scarlet had become a poacher once again.

Robin mentioned to Little John that he felt unwell.

"I am going to see the Prioress at Kirklees Priory. She is family and can help me John" he said

"Then I shall come with you Robin, for you look too unwell to travel alone!"

The two outlaws began travelling to the Priory hoping that Robin could be healed.

After arriving at the Priory and giving the Prioress money, Robin was taken to a small room, "I am going to cut your arm and let the bad blood leave your body" the Prioress said to Robin.

Robin laid on a bed and rested while the Prioress cut his arm.

The Prioress left the room, and told Little John to leave him alone.

"He needs his rest. Do not go in at all please"

Little John felt uneasy and an hour after the Prioress had gone away he went into the room. He saw Robin lying on the bed, and the blood dripping from his arm into a bowl. Little John looked at the bowl wondering why the blood was not filling up the bowl.

He picked up the bowl and saw a hole at the bottom. Robin had been tricked - and now he had lost too much blood to leave and was very weak.

"I will burn down this Priory for what has happened" Little John angrily told Robin. "No John", replied Robin, "I have never harmed a woman. I will not start now. Pass me my bow. I will fire an arrow from here out of that window. Where it lands I want you to bury me".

Robin slowly lifted his bow. With the last of his strength he fired his last arrow out of the Priory window and into the wood.

The following morning Little John buried the greatest outlaw Sherwood Forest had ever seen.



Well if you haven't guessed by now, Robin died in the Gatehouse and his last arrow was shot from the upper window there. It must have been rather a good shot for a dying man because it travelled six hundred yards uphill!

Anyway, there he was buried under a stone slab just off the path of the old Dewsbury to Elland Road. (Opposite to Robin Hood's Cottage.)



The Gatehouse in 1795.



The original grave slab that was chipped away.

The original grave-slab featured a large cross and the inscription, "Here lie Roberd Hude, Willm Goldburgh, Thomas . . ." has long disappeared, it was literally chipped away over the ages to be used as a supposed cure for toothache!

In 1773 the then Lord Armytage enclosed the grave in a low stone wall with iron railings, the grave suffered further damage in the 19th century at the hands of navvies who were constructing the nearby railway.



The Grave today.

The grave is still there today but in very poor condition and deteriorating rapidly. It is now overgrown and quite hard to find, for many years the Armytage family very actively discouraged people from trespassing on their grounds to visiting the site and the grave was largely left forgotten.

The grave is still in private grounds as is the Gate house but in recent years Lady Armytage has allowed several organised visits.

At the time the grave was enclosed a stone bearing a carved epitaph was "found" nearby this was incorporated in the wall, it bears the following inscription:

**"Hære underneath dis laitl stæan
Læz robert earl of Huntintun
Næþr æreir vēr æs hie s̄a ḡeud
ƿn pipl kauld im robin h̄eud
Sick utlawz æs his æs iz m̄en
Vił england nivr si ægen"**

Obiit 24 Kal. D̄ek̄embris 1247

As you probably guessed the epitaph is an 18th century fake, but as to whether Robin Hood does lie in the grave no one knows.

The grave has never been the subject of any true archeological investigation. During 1795 Sir Samuel Armytage excavated the grave to a depth of one yard and found nothing.



The carved stone epitaph.





THE BEAUMONT
COAT OF ARMS



Every year on the 5th July the headless ghost of Sir Richard Beaumont, "Black Dick of the North", roams the grounds of his one time home Whitley Hall carrying his head under is arm.



BLACK DICK'S TOWER
THE OLD SUMMER HOUSE

Well that's about the nearest local legend gets to anything approaching the adventures of Ichabod Crane in Sleepy Hollow.

I have never seen Black Dick and I don't know of anyone else who claims to have crossed his path. But if you ever have cause to walk along Liley Lane on a dark night, I bet you wouldn't be in a rush to venture too far from the road in case of a chance meeting!



Whitley Beaumont Hall around 1920



Black Dick, or to give him his correct name, Sir Richard Beaumont was born in 1574 He was Knighted in 1609 by King James the First who gave him the nickname “Black Dick of the North”.

He was MP for Pontefract in 1625 and was created a baronet on 16th August 1628. He died unmarried in 1631 and lies in a splendid tomb in the Beaumont Chapel of Kirkheaton Church.

Black Dick’s tower is a prominent feature of Mirfield’s sky line although surprisingly it doesn’t have any relationship to Black Dick himself. Its true function being that of a summer house in the gardens of Whitley Hall and was built some time after his death.





The Beaumont family lived on the site of Whitley Hall as far back as 1390. Parts of the hall dated back to Elizabethan times in 1560. The hall was extensively remodelled in 1704 when a new frontage containing 30 bedrooms was constructed to bridge the gap between the two existing Elizabethan wings forming an enclosed quadrangle.

The hall always had a somewhat chequered history during the early 1800's. Richard Henry Beaumont the then occupier was said to have let the buildings condition deteriorate to such an appalling state that it was in danger of collapse around him. The Beaumont family continued to occupy the hall until 1917 when once again the hall had begun to fall into disrepair, the contents of the hall were sold by auction and after six century's the Beaumonts finally left the hall.



The hall stood empty from 1917 and continued to deteriorate further until 1924 when Mr Charles E Sutcliff the owner of Sutcliff's Maltings and one time Chairman of Mirfield Council purchased the hall. Mr Sutcliff restored a small section of the hall and although it was never occupied on a regular basis again Mr Sutcliff would regularly entertain guests and shooting parties there.



WHITLEY BEAUMONT,
Near HUDDERSFIELD.

Edward Armitage

Has been favoured with Instructions

TO SELL BY AUCTION,

On Wednesday, May 16th, 1917.

THE

Fittings of the Mansion

Comprising:

TWO FINE OLD CARVED

ELIZABETHAN MANTELPIECES

OLD OAK PANELLING,

BEAUTIFUL

TUDOR AND ADAM CEILINGS,

Massive Georgian Mantelpiece in White Marble,

Oil Paintings by Italian Artists.

Old Staffordshire Dinner Service,

etc.

SALE AT 2 P.M. PROMPT.

En view Tuesday, May 15th, from 11 a.m. to 2 p.m.

Whitley Beaumont is situated 2 miles from Huddersfield Station.

*Illustrated Catalogues, price 6d. each, may be had on application to the Auctioneer,
7, New Street, Huddersfield.*

Telephone 187.

Old Oil Paintings.

- | | | |
|--------|---|---------|
| Lot 1. | Portrait of a Gentleman | 36 x 29 |
| 2. | Do. do. | 30 x 25 |
| 3. | Do. Lady | 30 x 25 |
| 4. | Do. do. | 30 x 26 |
| 5. | Do. John Beaumont, 1730 | 28 x 24 |
| 6. | Do. James Paine, Junr. Architect,
attributed to Romney. | 30 x 25 |
| 7. | A richly decorated Old STAFFORDSHIRE Dinner Service,
79 pieces, one of the wall dishes re-produced by Spode. | |

Bedroom.

- Lot 8. A beautiful Old Oak ELIZABETHAN MANTELPIECE, dated 1600, with Carved and Marquetry Panels, together with the Old Oak Panelling.
- Measurement of room, 20ft. x 19ft. 6ins. x 9ft. 7ins. high, exclusive of bay window.
- See illustration.**

Hand Room.

- Lot 9. A Fine Old Oak ELIZABETHAN MANTELPIECE, with Carved and Marquetry Panels, together with the Oak Panelling.
- Measurement of room, 16ft. 6ins. x 15ft. 9ins. x 8ft. 6ins. high.
- See illustration.**
- Lot 10. TUDOR CEILING, a fine example, 16ft. 6in. x 15ft. 9ins.
- See illustration.**

Butler's Room, Housemaids' Room and Bedroom.

Lot 11. THE OLD OAK PANELLING, as fitted to the three rooms.

Measurements: Corridor Screen, 38ft. x 10ft., including three doors
Two Partitions, each 16ft. 6ins. x 10ft.
Fixed to Wall, 27ft. 9ins. x 10ft.,
including Mantelpiece and Window
End of Corridor, 8ft. x 14ft. including door

Miss Beaumont's Room.

Lot 12. OLD OAK PANELLING, 38ft. x 8ft. 3ins.

Small Drawing Room.

Lot 13. ADAM CEILING, a Sheaf of Wheat, Sickles and Rake,
forming the centre piece, surrounded by Cupids and Urns.
Measurement of room, 25ft. 6ins. x 10ft. 6ins.
See illustration.

Lot 14. MANTELPiece IN WHITE MARBLE

Dining Saloon.

Lot 15. A MASSIVE GEORGIAN MANTELPiece IN CARVED
WHITE VEINED MARBLE
See illustration.

Lot 16. Circular Oil Painting on Canvas fixed to Ceiling.
9ft. diam., by an Italian Artist

Lot 17. Six Oil Paintings on Canvas, in frieze, "The Senses,"
each 30ins. diam.

Large Drawing Room.

Lot 18. Mantelpiece in Marble

Study.

Lot 19. Oil Painting over mantelpiece, 38ins. x 46ins.

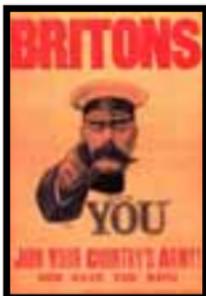
Outside.

Lot 20. Seasoned Cedar Boards

Lot 21. Large Oil Cistern

THE GREAT WAR

A WAR TO END ALL WARS



This picture was taken behind the Black Bull at the declaration of war with Germany in August 1914. It shows local men who volunteered for service. Although the caption says the “Mirfield & District Volunteer Company”, in reality many of the men would have gone on to see service with one of the Yorkshire regiments sent out with the British Expeditionary Force. At the start of World War I Britain prided itself on having a professional volunteer army of around 150,000 men; unlike many other countries who maintained only small professional armies but in times of need would resort to compulsory mass conscription to bolster their numbers.

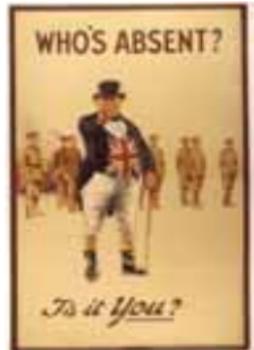
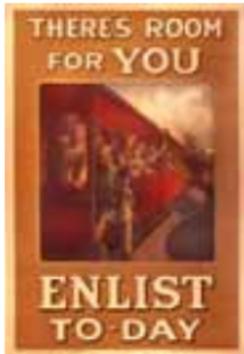
Initially as the first elements of the B.E.F. were being sent to France the consensus was that they would all be home for Christmas!

But it soon became apparent as German forces swept through Belgium and into France that this wasn't to be so. Britain then rapidly called upon their Territorial Army reserves who had initially been told they would be held back for home defence.

Local men serving with the 6th Heckmondwike Battalion Field Artillery along with men from the Territorial battalions of the Kings Own Yorkshire Light Infantry, Prince of Wales's Own (West Yorkshire Regiment) and Duke of Wellingtons Regiment (West Riding) in time were called up and went over to France.



Allied troops Ypres 1918



As casualty levels increased the need to bolster the B.E.F. became an issue. Attention turned to the civilian population to fill the gap. A great Military Machine swung into action to recruit “new armies” who would soon become known as “Kitcheners men” after Lord Kitchener, Minister for War, whose image featured on one now famous recruiting poster pointing out at you with the caption stating to all Britons that Lord Kitchener wants you. Many recruiting posters were posted, initially appealing on patriotic grounds but later turning to more dubious methods of peer pressure and veiled hints of cowardice. The propaganda machine also moved into top gear filling the newspapers with tales of sickening deeds and butchery carried out by the evil Hun. Although some of these deeds may have foundation many seem to have been fabricated purely to whip up increased support for the campaign as casualties increased still further.

In the first 10 days of the appeal for volunteers nearly 439,900 men came forward. The present day British army stands at around 120,000 men, to recruit that number of men in only 10 days gives some indication of the patriotism of those times. In all by the end of war another 2,500,000 men would have voluntarily joined the armed forces.

The original requirement for a volunteer was to be aged between 19 and 35 years, but a blind eye was often turned to this requirement and many were accepted both younger and older than the requirement.

The Mirfield Herald

AND RAVENSTHORPE COURIER.

No. 1729.

THURSDAY, AUGUST 6, 1914.

ONE PENNY.

JUST A FEW OF OUR MEN.

WATCH THIS PAGE EACH WEEK FOR OTHERS.

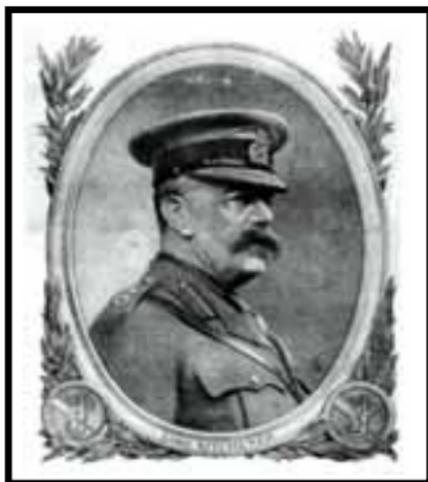


THESE BOYS DIDN'T SHIRK

THEY WANT HELP! Listen for a moment can't you hear them calling
TO YOU? BE A MAN There's a kiltie uniform waiting for **YOU** just
and put it on **NOW.**

GOD SAVE THE KING!!!

Even by 1915 casualty levels were terrifying and the war had already touched many local communities as men were injured, killed in action or simply posted as missing. The war touched all regardless, from mill workers sons serving as riflemen to the mill owning gentry who's sons died leading from the front as junior officers. A full generation was well on the way to being wiped out but still the newspapers cheered the volunteers and called for more to join them. My grandfather is shown centre bottom row.



On the outbreak of the First World War, the Prime Minister, Herbert Asquith, appointed Kitchener as Secretary of War. Kitchener, the first member of the military to hold the post, was given the task of recruiting a large army to fight Germany. With the help of a war poster that featured Kitchener and the words: 'Join Your Country's Army', over 3,000,000 men volunteered in the first two years of the war.



British troops moving up to the line 1915



By January 1916 allied losses had reached previously inconceivable numbers. Faraway place names like Mons, Marne, Ypres and Gallipoli would remain etched in many families memories for years to come.

The ready supply of young patriotic volunteers was all but exhausted. So on January 25th the first Military Service Bill was passed introducing conscription of all eligible single men between the ages of 18 and 41 to serve.

By May 1916 the demand for men was still outweighing supply and on May 16th the Second Military Service Bill was passed extending conscription to married men and extending the eligible ages to between 17-1/2 and 50.

Those who refused to serve were imprisoned, while those who felt unable to take up arms on religious or conscientious grounds were conscripted to the Non-Combatant Corps where many performed great acts of bravery serving as stretcher bearers and ambulance drivers.



LIONS LED BY DONKEYS?



"The nation must be taught to bear losses. No amount of skill on the part of the higher commanders, no training, however good, on the part of the officers and men, no superiority of arms and ammunition, however great, will enable victories to be won without the sacrifice of men's lives. The nation must be prepared to see heavy casualty lists."

Written by Lieutenant General Douglas Haig commander in chief B.E.F. in June 1916.

This is an often used quote implying that the terrible human carnage of WW I could be put down to the failings of the British high command. And granted some terrible command decisions were made resulting in great loss of life, Gallipoli probably being the single worst example where allied losses reached 252,000 in that flawed campaign.

But you must also consider that WW I was the first truly "modern" war, in the opening stages of the war British, German, Belgium and French Cavalry all made mounted cavalry charges with lances and sabres drawn! In scenes more appropriate to *The Charge Of Light Brigade* 60 years before, in fact military doctrine and tactics had moved on little since that time. Early in the war some French reservists even entered battle dressed blue tunics and red trousers reminiscent of uniforms of previous centuries.

While at the same time both sides were arming with the tools of modern warfare new and accurate heavy and light artillery, machine guns which were to wreak havoc over the next 4 years, aircraft initially used for reconnaissance and to direct fire but quickly used to bomb and strafe enemy positions, tanks although slow and cumbersome made their debut and possibly the most hideous of all gas, which was used by both sides in various different forms and killed thousands causing permanent damage to many who survived the initial attacks.

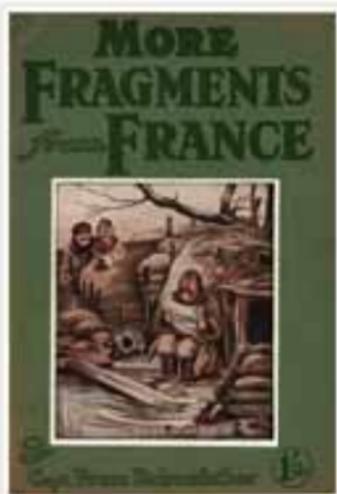
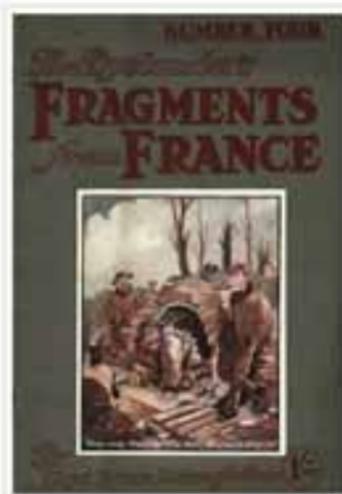
Meanwhile back at home the new modern factories of the twentieth century were turned over to war manufacturing and were able to produce these weapons in quantities never seen before. The advent of rail and motorised transport made it possible to supply these weapons directly to the front lines within weeks, if not days.

In previous wars, battles carried on until such times as one side ran out of men, ammunition or stores but for the first 3 years of WW I a murderous stalemate was reached. Instead of a fast sweeping campaign across the plains of Europe the war bogged down into bloody trench warfare. With both sides having similar tactics and weaponry. Small advances were made by massive use of weaponry and sheer manpower resulting in huge casualties. But these casualties and weaponry would rapidly be replaced by both sides and in later counter attacks and the ground gained would be lost again.

Over those 3 years despite the horrendous losses lessons began to be learned and a new understanding of how to wage a "modern" war developed plus with the influx of fresh American troops by the beginning of 1918 the tide had begun to turn and this was to become the allies year of victory.



Private Albert Wilson (above) volunteered in 1915 he is featured along with other local volunteers on the cover of "The Mirfield Herald and Ravensthorpe Courier" on Thursday August 5th 1915 in the regular feature they ran on local volunteers and appealing for still more to join the ranks. He survived the war and on his return brought the above plate with him. It features a cartoon drawn by Captain Bruce Bairnsfather a serving officer in France who's cartoons featured in the "Bystanders Fragments of France" a publication circulated amongst the British troops. A great morale builder, his cartoons undoubtedly reflected ordinary soldiers' everyday fears, concerns and gripes in an understandable and humourist fashion, often poking fun at the British officer class. He went on to be the official cartoonist to the American forces in Europe during WW II.





Mirfield's War Memorial stands in Ings Grove Park. And was unveiled in 1921. Ings Grove Park and House were purchased for the people of Mirfield in 1918 by the War Memorial Fund Committee. The memorial features a wall of remembrance featuring the names on six bronze plaques of all 196 men who gave their lives in the great war. The central gate in the wall was later bricked up and two further plaques added with the names who gave their lives in WW II only 21 year's after the "War To End All wars".



Although WW I is now often referred to as the 1914-1918 War, if you look closely at the inscription on the base of the cenotaph it reads 1914-19.

Although the armistice was signed on the 11th hour of the 11th day of the 11th month 1918 at which point the hostilities ceased. Peace was not official until the Treaty of Versai was signed in June 1919 the British public then celebrated with Peace Celebrations.



THE MEN OF MIRFIELD WHO GAVE THEIR LIVES IN SERVICE OF THEIR KING & COUNTRY IN THE GREAT WAR 1914-1919

APPLEYARD L.
ARMITAGE H.
ARMITAGE H.
BARKER S.
BEAUMONT H.
BEAUMONT S.
BEAUMONT H.
BEAUMONT F.
BEAUMONT W.
BEEVERS G.
BELLFIELD W.
BETSWORTH H.
BINNS J.
BLACKBURN W.
BLACKBURN A.
BOOTH F.
BROWNESS W.H.
BROADLEY J.H.
BROOK E.
BROOK G.
BROOK T.
BROOK W.H.
BRUCE E.
BRUNT F.C.
BURTON A.
CARTER R.
CASSELL B.
CASTLE H.
CASTLE J.
CHADWICK P.
CHHETAN A.
CLARKE J.
COLE H.
COTTON H.
COATES F.
CRAGGS H.
CROWTHER W.
CROWTHER E.
CRAWSHAW R.
DAWSON P.
DIXON W.
DRANSFIELD H.
DYSON G.E.
DYSON R.
DYSON P.
DYSON G.H.
DYSON C.A.
EASTWOOD T.H.
EGGLESTON W.

ELLIOTT J.
ELLIS H.
ELLIS C.W.
ELLIS G.R.
ELLIS J.N.
ELLIS J.B.
ELLIS J.B.
FEARNLEY S.
FEARNLEY A.
FERNSIDES F.D.
FISHER A.
FRANCE A.
FRESHNEY G.
FLEETWOOD S.
FURNESS H.
GARSIDE J.
GOODALL F.R.
GOSPEL W.W.
GREEN A.
GREENWOOD P.
HAMER T.
HARGREAVES C.
HATFIELD A.
HEAPE A.
HEBBLETHWAITE G.
HEMINGWAY S.
HEMINGWAY H.
HEELEY A.
HINCHLIFFE J.R.
HINCHLIFFE E.
HINCHLIFFE H.
HIRST S.
HOBSON A.
HOLMES C.H.
HOLMES E.C.
HOLMES S.
HOLT R.E.
HOLT R.S.
HOLT J.
HOPKINSON T.
HOPKINSON H.
HORSMAN H.
HORSFALL J.
HULLAH E.A.
HUTCHINSON H.
IBBERSON G.
JACKSON E.
JACKSON S.
JACKSON T.W.

JESSOP H.
JESSOP F.
JOHNSON H.E.
LAYCOCK J.
LEDGARD A.
LISTER J.
LITTLEWOOD A.
LOADER A.
LOADER G.H.
MALONEY W.E.
MANN A.F.
MANN W.F.
MARRIOT J.G.
MARRIOT R.
MARTINDALE L.
MICKLETHWAITE A.
MICKLETHWAITE A.
MIDWOOD N.
MIDWOOD H.
MIDWOOD H.
MILNER J.
MORTON E.
NAYLOR A.
NORMINTON H.
NORTH H.
OATES R.L.
OATES E.
OATES C.
OATES G.
OLDROYD J.
OLDROYD C.
OLDROYD G.E.
OLDROYD J.
OLROYD F.
PATMAN F.
PAVIOUR H.
PARKER C.W.
PEARSON E.V.
PEACE W.
PICKERSGILL H.
POLLARD H.
POPPLEWELL W.E.
POPPLEWELL A.
POPPLEWELL H.
RAMSDEN T.
RAWNSLEY T.H.
RICHARDSON A.
ROCHELLE T.R.
RODGER W.A.

ROBERTS A.
ROWE H.S.
SAYNOR J.
SCHOLEFIELD G.W.
SCHOFIELD J.O.
SHEARD F.
SHEARD T.H.
SHEARD H.
SHEARD S.
SHEARD P.
SIMPSON J.H.
SIMPSON R.H.
SMITH J.E.
SOWDEN L.
SUMMERSCALES H.
SWINDLEY E.
SYKES R.
SYKES W.
SYKES F.
TAYLOR C.
TAYLOR I.
TAYLOR G.
TAYLOR J.R.
TAYLOR J.
TENNISON A.
THORNTON E.
THORNTON J.
THORNTON J.
THORPE B.
THREADGOLD F.
TRAVIS T.
WALKER H.G.
WALKER G.A.
WALKER B.
WALKER C.G.
WALLACE T.
WALLACE J.
WALSHAW G.
WATSON J.L.
WELDRICK W.
WEBSTER H.
WHEATLEY A.N.
WHITFIELD D.
WILSON G.C.
WOOD W.
WOOD J.
WOOD A.
WOODALL A.
WOODCOCK J.

Mirfield 1858

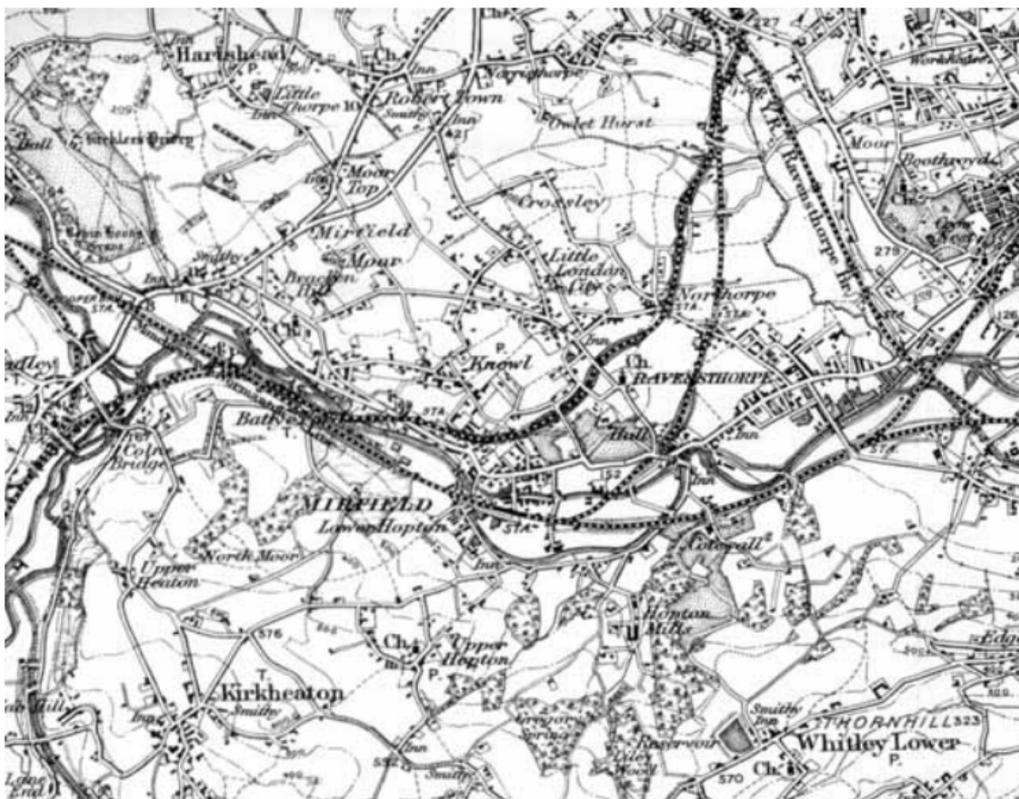


Curran Copyright

Mirfield Engine Shed 1893



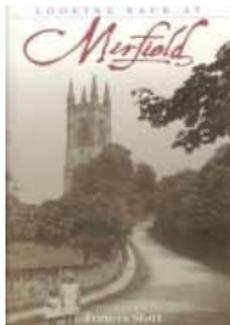
Mirfield 1902



Crown Copyright

REFERENCES

The following sources of reference were used during the writing of this book.



Looking Back At Mirfield

Frances Stott

2000

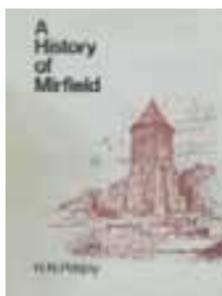
ISBN 0-9539251-0-2

A really excellent publication full of interesting pictures and narrative.

The book is available in the library and a second volume is to follow.

The book can also be purchased in the library or Amazon on line.

Details of how to order the book by mail order are on the <http://mirfield-2ndlook.info>



A History of Mirfield

Harold Norman Pobjoy

1969

Out of Print

Probably the definitive book on Mirfield, The Rev Pobjoy seems to have researched and formed conclusions on nearly all aspects of Mirfields Past.

The book is available in the reference section of the library.



Old Mirfield Days Old Mirfield Ways

One More Time Old Mirfield Days & Ways

F.G Pilling

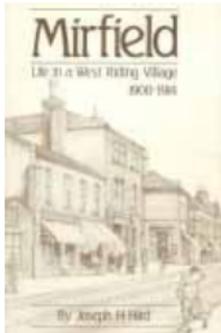
1977

Out of print

The reminisces of Mirfield character Bertie Pilling during his youth prior to the first world war, are the subject of these two books.

The later book is the 2nd edition and features a few extras additions.

The book can be found in the library.



Mirfield Life in a West Riding Village 1900-1914

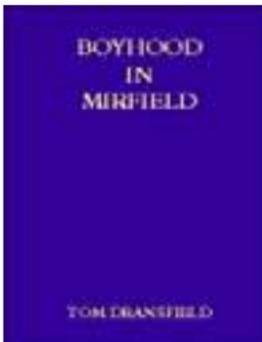
Joseph Hird

1984

ISBN 0-9502568-9-7

Out of Print

A very good memoir of the life and times of Mirfield at the the beginning of last century. The book is a Kirklees publication so should be available in the library.



Boyhood In Mirfield

Tom Dransfield

2000

Locally published

Tom Dransfield's memories of life growing up in Mirfield in the early 1900's, his recollections of some of the local characters makes interesting reading.

The book is available in reprint at the library.



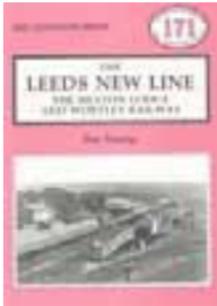
Mirfield Past And Present

Denis Kay & Stuart Metcalf

1992

Charity book for the Rotary Club

A nice little book, in a similar style to this book, with some interesting old photographs.



The Leeds New Line

Roy Waring

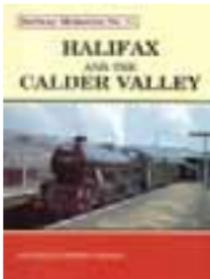
1989

ISBN 0-85361-369-9

A very detailed and well researched history of the Leeds new line.

The book can be found in the library.

You can obtain this book from WH Smiths.



Railway Memories 11

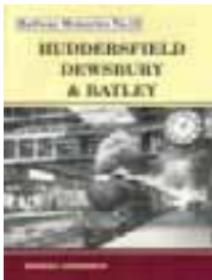
Halifax and the Calder Valley Line

Jack Wild & Stephen Chapman

ISBN 1-871233-10-0

A good selection of railway pictures of Mirfield.

You can obtain this book from WH Smiths.



Railway Memories 13

Huddersfield Dewsbury & Batley

Robert Handerson

ISBN 1-871233-13-5

More pictures of steam in Mirfield.

You can obtain this book from WH Smiths.

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If you don't have any charities in mind there are quite a few suggestions on the Charity page of the web site.

Feel free to copy this eBook and pass it on, but please point out to the recipients the above request.

Gary October 2002

END NOTE

Well, if you got as far this page then thanks for taking the time to look at the book and I hope you liked it.

If you have spotted any problems with the book or have any suggestions then please e-mail me.

If you have any information or photographs that you think would be useful to this project I would be pleased to include them.

As time goes by and memories fade it becomes increasingly difficult to find information about the old photographs. If you or an older relative has memories of a picture I would like to include them.

If you do have any photographs you wish me to use, please e-mail me so we can discuss the best way of doing this.

gary@mirfield-2ndlook.info

The eBook is a spin off from the books website:-

<http://mirfield-2ndlook.info>

The website is usually kept as up-to-date as time allows, so you should make regular visits to check for new additions or updates.

Any new additions or updates will eventually find their way into the eBook and the latest version will be available for download.

Just a few of the pictures still waiting for inclusion

