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# Leyland Chronicle

The journal of  
THE LEYLAND HISTORICAL SOCIETY



**LEYLAND HISTORICAL SOCIETY**

(Founded 1968)

REGISTERED CHARITY NO. 1024919

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**AIMS**

To promote an interest in History generally and that  
of the Leyland area in particular

**MEETINGS**

Held on the first Monday of each month (September to July inclusive)  
at 7.30 p.m.  
Meeting date may be amended by statutory holidays.

**AT**

**PROSPECT HOUSE, SANDY LANE, LEYLAND.**

**SUBSCRIPTIONS**

Vice Presidents	£7.00 per annum
Members	£6.00 per annum
School Members	£0.50 per annum
Casual Visitors	£1.00 per meeting

A MEMBER OF THE LANCASHIRE LOCAL HISTORY FEDERATION

THE HISTORIC SOCIETY OF LANCASHIRE AND CHESHIRE  
and  
THE BRITISH ASSOCIATION FOR LOCAL HISTORY.

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## EDITORIAL

Once again I am happy to present to you another excellent edition of the Chronicle.

There have been more articles written than ever before and you will find a very varied list of topics. The age range of our writers is also quite considerable. I am very grateful to everyone for making my task so much easier. It would be nice however, if some other members of the society, those who may not have contributed before, could share with us all some of their own personal memories of growing up in Leyland, characters they have known or snippets of gossip from days gone by.

I hope that our Chairman will continue to keep an account of the articles published in the Chronicle as I feel sure that the topics recorded will be of great interest to the Historians of the future. Who can tell whether what is happening, however trivial it may seem at the time, will prove, in later years, to be a significant event in the life of our town....

We all had considerable hopes that this year would see the start of the regeneration of Towngate and the region around the cross. Sadly, our hopes have not been realised in that area. It seems to be more derelict and shabby than ever now that the market has gone. It is very sad that the historic centre of our original old village should have become such a dilapidated and neglected area.

Who knows? Maybe next year.....

However, Towngate's loss is definitely Hough Lane's gain. The new market hall and the adjoining out door stalls have put new life into this area. This now seems to be the new heart of Leyland. There is so much on offer here and in the nearby shops, that there would seem to be no need to travel out of Leyland to shop.

Thank you once again to all those who have contributed to this edition of the Chronicle. I hope everyone will read and enjoy the articles and the photographs, which have added to the interest this year. Thanks also to the committee who have given support and encouragement, (and articles), to Les for transport and to Malcolm, who keeps me 'au fait' with the computer!

**MARY FOWLER.**



NOTE: Any opinions expressed in the contents of this journal are those of the individual contributor and do not necessarily represent the views of the society.

Permission has been granted by the Ordnance Survey for the map scroll used on the cover.

## SOCIETY AFFAIRS 1999 – 2000

For the first meeting of the new season on 7<sup>th</sup> September, we were again entertained by Mr John Cotterall, who began his talk with a detailed slide show around the historical sites of Southport, many funny and touching stories being told en route.

In the second half of the talk, he concentrated on the shipping and subsequent shipwrecks around the Lancashire coast. From the facts and figures given, it could definitely be called a Cruel Sea. The dredging of the Ribble estuary was held responsible for the disappearance of the sea from the shore off Southport.

The meeting on 4<sup>th</sup> October saw the return of the Mikron Theatre Company whose play this time was called "Just in Time". This told the story of three people on and around the commercial waterways of the Northeast. While the period of the play was contemporary, the characters often referred to the past carrying exploits of these waterways around the Aire and Calder Canal. The cast of Richard, Vashi and Sophie played all the parts, with the usual high standard of performance. We later discovered (in the Pub) that Richard had actually spent a period of time on the boats learning the ropes (no really), his description of working in the hold with the grab crane does not make you rush to have a go. The cast again wished to thank the members for their support and tremendous response to the show, ours being their best-supported venue on their autumn tour.

At the meeting on 1<sup>st</sup> November, we were entertained by Mr Simon Jelf from the Lancashire Record Office in Bow Lane, Preston. He proceeded to tell the members how the Record Office was set up, what records they kept, how the records were conserved and how the members of the public could get access to them.

On 25<sup>th</sup> November, your Chairman, Vice Chairman and Editor went on an interesting walk around Preston with the Railway & Canal Historical Society on one of their famous Explorer Walks. From Preston Railway Station, we walked around the remains of the Lancaster Canal in the centre of Preston until we reached the present head of navigation at Ashton Basin. Heading down to the docks, the group passed the site of Dick, Kerr Works on Strand Road before reaching the Dock Office and entering the docks.

After stopping for lunch, the party followed the dock railway back towards the station up Fishergate Hill and passed the now fenced off Ribble Branch line where it crosses Strand Road (the signal obviously showing red – no SPAD here). Walking the old West Lancashire line to the Ribble crossing, the group then following the river under the two railway bridges, finally returning to the station via the old tramroad. We hope to repeat the walk for our members this year.

The last meeting of the millennium on 6<sup>th</sup> December was the highest attended in recent memory, though considering who the speaker was, it was hardly surprising. Professor Mick Aston of Bristol University and Channel 4's 'Time Team' was the perfect speaker we had all expected him to be after seeing him on the television programme. As he was travelling up from Bristol, he called in at Birmingham and brought his mother with him for the talk, (it would seem that this was the furthest north she had ever been!). He began by explaining his life story and how he got interested in Archaeology. Then he went on to explain how he and Tim Taylor developed the programme idea of 'Time Team' from a previous short series of programmes called 'Time Signs' on Channel 4.

This lead on to a slide introducing the team we know today and an explanation of the jobs they conduct within the overall programme, though the inquisitive Tony Robinson comes as no surprise, this not being an acting job. There were many insights given to the making of the programme, a favourite of mine, being that they started with a script that was usually discarded after half an hour of filming. As Mick said, "*It's the ability of the various directors of the programme to go off at tangents and follow the archaeology that makes the programmes work.*" As Mick showed the full team of fifty archaeologists, technicians, production staff and caterers, he pointed out that they were all an equal part of the programme and there were no prima donnas allowed or catered for.

Mick then went on to show a series of slides featuring the new series of '*Time Team*' which would begin with two specials on 19<sup>th</sup> December and Boxing Day. The series proper then starts in the New Year on 2<sup>nd</sup> January. These pictures were presented with several asides of things and people to watch out for in the coming weeks. The audience was then allowed to ask questions with Mick giving full and frank answers to a variety of queries

The members and visitors then enjoyed their tea and mince pies as they bought their raffle tickets, bought books and chronicles and obtained Mick's advice, assistance and autograph.

At our meeting on **10<sup>th</sup> January**, the meeting was entertained by a collection of short talk on various subjects given by members. The guilty members were our President George Bolton, Bill Waring, Edward Almond, James Mawdesley and yours truly, Peter Houghton, with occasional intervals by Elizabeth Shorrock.

The first talk by George Bolton was on the subject of taxation from the Romans, through the Saxons with Danegeld to the Domesday Book, the first Poll Tax and the Peasants Revolt to the later variations of Hearth and Window Taxes, taken as the value of the property.

There followed the first of Elizabeth Shorrock's humorous letters addressed to our first President Nowell Bannister. Bill Waring then brought the members up to date with his research on the men of Leyland who fell in the First World War. This included a description of his trip to see the battlefields and War Graves of the Somme.

Edward Almond had displayed a collection of photographs and programmes at the rear of the room before he gave a short talk about the Leyland Motors Sports and Social Club and in particular the annual sports days. He appealed for anyone who took part in the Sports Day and had photographs, to help him write the history of the club. James Mawdesley then told the members about the history of St Mary's Church in Euxton, describing the church and the village which it serves.

The evening ended with your Chairman talking about his early memories of Leyland. From the Bannister Brook of many colours, the building of the Roundabout and Churchill Way and the old Record Shop in Chapel Brow, we took a tour around the old Railway Station. Then down Hough Lane with the Leyland Motors occupation, Woolworth's with its wooden floor, and the numerous uses of the Iceland site, other members contributing with some of their own memories.

Our second meeting of the New Year on 7<sup>th</sup> **February** featured Dr David Hunt combining his two favourite passions of history and Preston North End with a talk entitled "**William Sudell and the making of Preston North End**". He is presently completing writing the history of the club for publication, hopefully later this year.

Following a series of photographs showing the glory days of North End, including a certain plumber up a ladder, David went on to describe how the football club began on the Preston Marshes (now Strand Road) as a cricket club. The organisers then moving to the new Moor Park, trying rugby for a while before the final move to a field off Deepdale Road and a change to the new fashion of Association Football that was spreading from East Lancashire.

William Sudell came into the story as the unsung hero who, as well as running someone else's business, spent his time building the club up until they were winning the League and the F.A. Cup. Unfortunately after a spell in prison, he left England and immigrated to South Africa where he continued to report on football for a local paper until his death.

David then concluded with an interesting display of items on an overhead projector, which seemed to object when members of the Preston North End board were commented on adversely. He has promised to return next season for 'the second half'.

On 6<sup>th</sup> **March**, John Fletcher, the Chairman of the Inland Waterways Association, North West Region, entertained the Society. His talk on this occasion was on '**The History of The Manchester Ship Canal**'. This told the story through a journey along the length of the canal starting at Eastham Locks, where the canal leaves the River Mersey estuary on the south bank.

Using upwards of three hundred slides in quick succession, he showed the building of the canal in the late 19<sup>th</sup> century from the photos taken at the time. These included the large area that had to be dug with steam cranes, for the locks and the other huge cuttings, bridges and basins that make up the canal. Modern day photos were provided from the various journeys John has made in his own boat in convoys up the canal either from Eastham or the Shropshire Union Canal connection at Ellesmere Port.

Other pictures were from many vantagepoints along the canal, finishing in the Manchester Docks complex, now better known as Salford Quays. He ended the tour with slides taken only the previous week, along the new branch of the Metrolink from Deansgate, across the River Irwell and onto Salford Quays. It brought to mind my many trips on the Manchester Ship Canal through the annual trips organised by Co-Op Travel using a Mersey Ferry. I have since discovered that they still run, the next being on 8<sup>th</sup> July, on which we intend to book some tickets for the Society, (coach arranged from Leyland to Liverpool and return from Manchester to Leyland).

On 3<sup>rd</sup> **April**, as a late replacement, we were again entertained by Colin Dickinson, whose talk was entitled "**The Terra Cotta Revival in the Late Nineteenth Century**". He showed a wonderful collection of slides, starting with the gothic revival, which led to the popularity of terra cotta with its lack of weight and durability over the usual stone, being able to blend in with the brick. The slides covered London, the United States (a favourite being the Wrigley building in Chicago), eventually returning to the Midland and Palace hotels in the centre of Manchester.

On Sunday **16<sup>th</sup> April**, the Society members again visited Alston Hall for an evening meal followed by a talk. The three-course meal was of superior quality as usual, so the members being suitably stuffed made their way upstairs to the lecture room. Here, **Lizzie Jones**, ably assisted by Neil, was dressed as someone from the 17<sup>th</sup> Century. Her character was **Lady Charlotte, Lord Derby's wife**, who was in charge at the siege of Lathom House. After describing the background to the story, she went on to show the members, the many elements that made up the clothes worn by the well-dressed ladies of that day. She then went into character as Lady Charlotte, looking back on her time at Lathom House, from the vantage point of the 1660's and the restoration of the monarchy, though her effects to recover some of her fortune fell on deaf ears at the palace. From my point of view, the description of Lathom House as the palace of the Northern Kingdom, together with the theory that Henry VII's Richmond Palace was based on its design, definitely made me wish that we could still see it today. But as it was partly demolished in the first siege and completely disappeared after the second, this is not to be. Although, it did give me a thought of a wonderful job for Time Team, Mick having said he wanted a site in north-west England, the siege could be a lovely recreation, with Lizzie, Neil and friends taking part. She concluded with the story of Lord Derby's battle exploits, including Marston Moor, with the troops he took from Lancashire, until his eventual capture in Worcester, trial in Chester and execution in Bolton.

At the meeting on **8<sup>th</sup> May**, we welcomed the return of Dr Alan Crosby, who continued his journey along the roads of "**Lancashire 300 Years Ago**". He started at the border crossing that was the bridge over the River Mersey at Warrington, the lowest bridge on the river at that time. Depending which side of the river you were on, the other side was always the rough country. We then headed through the land north of the river towards Manchester, through the mosses, which remain sparsely populated to this day with few crossings by rail or road. The descriptions that Dr Crosby gave of the growth of Manchester and its surrounding satellite towns, Rochdale, Oldham, Bolton, Bury and their villages, led to the various industries that grew in each of the valleys, the favourite of course being cotton. Dr Crosby gave his usual professional performance without the aid of notes or slides, keeping the members entertained, being able to answer all questions, on or off the subject in the closing session.

Sunday, **21<sup>st</sup> May** found five of the committee representing the Society at the **Local History Fair held at the Lowther Gardens Pavilion on the front at Lytham**. There were thirty other organisations and stalls present, though there seemed to be a lack of the general public, as the stall holders seemed to be buying off each other. There were some interesting stalls, the Longridge Historical Society and St Helens Historical Society being particular favourites. Mary Presland, who took our members around her town of St Helens instructed us to come back in October for the "At Home" day. The ironic event of the day, was the brilliant display board of one organisation, which featured adverts for events in 1995 and 1996.

For Leyland Festival this year, Eddie Almond put together a display on "**The History of the Leyland Motors Sports & Athletic Club**", which the committee members prepared and transported to Worden Park on Saturday **3<sup>rd</sup> June**. Following the previous evening's heavy rain when the chairman, with a great deal of assistance, managed to erect all the tables and chairs, the day's weather was going to be the deciding factor of the exhibition's success on the day.



After a quiet morning when all the stalls and exhibitions were put into place., we had visits from our MP and member of the society, David Borrow, and our honorary vice president, Susan Farington. There was then a lull until the procession arrived on the park, followed by the crowds. Unfortunately, as the procession arrived, so did the rain again, causing the crowds to head for the marquees. Consequently the aisles were soon overcrowded with very wet people. Despite the rain, we managed to sell numerous items including Joan Langford's enlarged and revised book on the History of Farington. As the rain continued, the main events were cancelled and we went home at 7 p.m.

The following Monday, 5<sup>th</sup> June, saw the members being entertained by Don Richardson with his talk on "The Knights of St John". He explained that whilst lecturing on agricultural matters, he discovered the amount of land that was previously owned by the Knights Templar and Hospitar. From this he learned the story of the Knights, beginning with their creation with the aid of the various popes of the day.

The incentive that all the Knights who volunteered were forgiven their past and present sins and a quick route to the after life, brought a few to the ranks, so the incentive was increased to past, present and future sins, which had the desired effect.

The various routes and battles in the three Crusades were all explained with their varying degrees of success against the Muslims and their leader, Saladdin. Later, after being ejected from their bases in the Holy Land, they went via Cyprus before establishing themselves on Rhodes with a stronghold of majestic proportions, built to withstand cannon fire with killing fields of fire. However the story of St George and the crocodile (it was not a dragon and was 'emigrated' from Egypt as a pet) does sound a plausible idea.

By now the European royalty were fed up with the power of the Templars and arranged to arrest them all across Europe on Friday 13<sup>th</sup>, hence the unlucky day. The Hospitalers were kicked out of Rhodes after a long siege by the Turks, then had a nomadic existence until they finally settled on Malta. Here they made their final stand against the Turks, though this time the European heads of state that did not want the Turks to take over the Western Mediterranean supported them.

The Annual General Meeting on 3<sup>rd</sup> July, began with the first of that evenings presentations. This was to Mr Norman Greenwood, the first chairman of the society from 1968 to 1969. He received the first copy of the "History of the Leyland Historical Society", from the present chairman. This led to the second presentation when Robert Barton received a book on behalf of his son who won the competition in the Craft Tent at the Festival. Edward Almond, who organised the event, duly presented this.

The meeting then proceeded through its official agenda though as mentioned at the last meeting, the previous year's chairman's report would be taken as read from the society affairs article in the chronicle (so make sure you read this fully, so that we can do it again next year). So following Michael's slightly truncated minutes, Edward hit the membership with the details of the financial affairs for the twelve months to 31<sup>st</sup> May. This showed the income, with a bit of prudent spending, was coming along nicely, consequently there will be no increase in membership fees for a record ninth year. There followed the usual Chairman's speech, which, as stated, is a shortened version of this article, so you decide how good it was.

The election of the officers then went through on the nod with no changes. After this our guest speaker and judge; Dr Geoff Timmins presented the Local Historian of the Year Trophy to our President, George Bolton for his article on "**The Farington Arms, a Sign of the Times**" in the 1999 / 2000 Chronicle No 45. Dr. Timmins then went on to talk about the various turnpike roads that can be found around Lancashire, with photographs of the various roads, toll bars and toll houses.

On Saturday **8<sup>th</sup> July**, sixteen members, family and friends could be found at the old Police Station on Chapel Brow boarding a coach for Liverpool. The coach took us by a devious route to the Pier Head, where the ferry was awaiting us. Once we had boarded, after some confusion, we set sail for Manchester due south-east down the River Mersey. A commentary was given by the ferry's first mate. Entering the **Manchester Ship Canal** through the huge Eastham Locks, we made our way eastwards passing through Runcorn and under the first two bridges that span the Mersey and the canal. As the swing bridges and locks were encountered, the cloud overhead got more threatening. So it was no surprise when, as we reached the last lock, Mode Wheel, the heavens opened and the view of the Salford Quays complex and the Lowry Centre was obstructed by the driving rain. Following a slight delay until the arrival of the coach, we returned to Leyland by another devious route.

On Saturday **29<sup>th</sup> July**, nine of our members waited on Leyland station for the train to Morecambe. Once there, we caught the Leeds train to Keighley in Yorkshire to travel on the **Keighley and Worth Valley Railway**. On the journey we stopped off at Haworth and Oxenhope, to look around the towns, railway book shops and, of course, visit the Brontes, though I liked the Bronte Balti House!

Our editor, Mary Fowler has been keeping up with the computer and not so computer literate members who contribute to the Chronicles. We have continued our watching brief on the planning applications front thanks to Elizabeth Shorrocks who has made sure that the Society keeps in touch with events in and around the conservation area.

This year saw two new publications. The first was the revised and extended edition of the **History of Farington**, the fifth occasional paper by our member, Mrs Joan Langford. Your Chairman has been working on a publication slightly closer to home. This was, **The History of the Society**, our sixth occasional paper, which was given free to the members at the A.G.M. as an additional edition of the Chronicle to mark the Millennium. As you can probably tell from this expanded society affairs notes, it is now my intention to ensure that nothing that the Society does, misses being recorded

Now I realise that this report may have been read in part by the members already, either via the bi-monthly newsletter or from the infamous website. This has been growing since its inception last December to a point that up to the end of June the number of visitors to the site was 525, a record 24 one day. Resulting from the site enquiries came from the U.S.A, Canada, South Africa, United Arab Emirates and New Zealand. One email enquiry resulting in a visit of an U.S.A descendant and her daughter to the home of her ancestor, the landlord of the George IV in 1871.

I would just like to thank all the committee members for their assistance in the last seven years and I hope they will continue to carry on the good work in the future.

**PETER HOUGHTON**

## LOOKING FOR - AND FINDING - HISTORY

As a result of articles in the last Lailand Chronicle - "Searching for History" (page 36) and "Looking for and finding History" (page 37), and a comment made to me recently ---- "Farington. What history is there in Farington?" ---- I would like to take you on a short walk (just  $\frac{3}{4}$  mile) along the B5254 Preston Road/Stanifield Lane in Farington and help you to look at and for some local history.

Let's start at Leyland Station.

In the 1830's the North Union Railway Company's line was being built between Preston and Wigan (and through Leyland), despite much resistance from local landowners. It was a very difficult time for the villagers with the invasion of so many strange and rough labourers. There are reports of many fights and even murders - borne out by the stories of acts of violence, murder and the widespread belief that the Penwortham embankment contains the bodies of navvies killed in fights, disputes and drunken brawls.

The line was opened on 22<sup>nd</sup> October 1838, with great ceremony, and large crowds gathered by the bridge, where they anticipated they would have a good view should any accident or mishap occur! And so it was that Number Two engine left Preston, spraying ashes and cinders in all directions, travelling at 20 m.p.h., and arriving at Golden Hill Station (now Leyland Station) some 15 minutes later.

Railway Hotel. (*On the left going down from the station*)

This hostelry was also built in the 1830's, mainly for the benefit of the navvies working on the railway (possibly also in the hopes that a considerable amount of the wages they earned would stay in the township). It was in all probability the source of many of the drunken brawls. Its name gives rise to some speculation and confusion as the Tithe papers of 1838 and the 1844 O.S. map clearly show it as the Railway Bridge Hotel, even though the actual railway bridge was not built (to replace the level crossing) until 1879. Barratts Directory of Preston and Districts for 1851 records, "*the North Union Railway passes by the village and has a station where there is a good inn (the Railway Bridge Inn), very conveniently situated for the convenience of travellers.*" But by 1866, records show that the name had been changed to the Railway Hotel (as it is still known today). The 1838 papers show that the original owner of the Inn was an Edward Boardman and that the landlord was John Noble.

In 1895 when St. Ambrose Church (in Moss Lane) was consecrated by the Bishop of Manchester (Rt. Rev. Dr. Fraser) the catering was supplied by Mr. Carr from the Railway Inn - the cost of the luncheon being 3/- per head. In 1900 the landlord was a Mr. W.H. Pickburn, who was very proud of the Bowling Green at the rear of the Inn. The Bowling Green has long since gone, making way now for a car park and occasional car boot sale area.

There are many tales of a local farmer, who delivered milk to the houses in the area, always finishing his round at the Railway Hotel, where he stayed until closing time. His faithful old horse waited patiently outside until farmer X staggered out and on to the milk cart, when the horse then found his own way back to the farm with/for his master.

Externally the building itself has hardly changed at all in 160+ years - although the inside is much altered.

**Station Garage** *(on the right opposite the Railway Hotel)*

Fred Slater built his petrol station and garage on the plot of land on the corner of Preston Road and Moss Lane in 1949. This was the site previously used every year by Green's Fairground but the rides now were to be very different ones. Fred's old, small wooden cabin buildings were demolished and the bigger building familiar to us today was erected soon after the SGL Company took over the business from the Slater's in the 1950's. The garage, known as Station Garage Leyland, soon became abbreviated to the way we know it today - SGL.

**Radar Audio Electrical Shop** *(on rt. on the corner of Derby Street/Preston Road).*

This was the original Farington Co-op shop, which closed in the 1970's. Fresh meats were sold on the right side of the shop and the old tiles are still on the walls behind the present wall - they were too hard to get off! On the left side of the shop the groceries were stored and sold from a myriad of little drawers below the ceiling-high shelves.

**Leyland and Farington Club.** *(Again on the right, across Derby Street from the Co-op)*

On this site in 1911, Showman John Green built the first purpose-built cinema in the north west of England, which he named the Hippodrome (affectionately known by the locals as th'ip or the Hut). The corrugated iron clad, wooden building had seats for 700 patrons, who, in 1913, paid between 2d (for bench seats) and 6d (for upholstered seats) to watch the exciting black and white films shown every evening. On Saturday afternoons the children's matinees, (known as the 1d rush) was hugely popular and eagerly awaited.

With the advent of the 'talkies', th'ip changed to a Music Hall in 1931 with regular visiting artists as well as local talent competitions, but these didn't pay and eventually the building closed. Unfortunately it was left empty and deteriorated so much that, by about 1936, it was eventually demolished, to make way for the present Club building (originally known as Brailsford's Club, after the builder), in 1938.

The first moving film of a Leyland Festival was shown at th'ip in the 1920's - much to the delight and fascination of everyone who saw it.

**Ashley Terrace** *(on the left, just past the Leyland & Farington Club)*

The 6 houses in this terrace were the first houses to be built in Farington (south) which did not belong to the Mill. In 1906 the landlord of the Rose & Crown Inn, Mr. James Seed, purchased the land from the Mill owners for £233.8s.7d. and employed local builders Brailsford's to build a row of "6 fine and substantial houses". They were indeed fine houses, with three bedrooms and a bathroom upstairs; a bungalow range in the living room supplying hot water for the bathroom, in addition to heating the house and being the cooking facility. The privvies in each of the back yards all had flushing systems connected to the mains sewers.

**Farington New School** *(on the right just past Ashley Terrace).*

In 1843 Messrs Bashall & Boardman (owners of Farington Mill) built a large school which was free to children living in the village and whose parents worked at their mill, and which became known as the New School. A report in the school logbook for 1885 stated that "this large school is in an excellent state of discipline and has passed a highly creditable examination".

Of 206 children presented for examination 201 passed in reading; 185 passed in writing; 197 passed in arithmetic and 175 passed in all subjects.

There are many accounts in the old records of the 1880's of the school being crowded on certain days due to the 'stoppage at the mill' and all the children attending school full-time. Records too, of days when the school had to be closed because of bad weather - it being too cold for the children to be in school; and of other times when so many children were ill with measles, whooping cough, scarlet fever and influenza. Sad records too of children dying - measles being one of the main (winter) causes.

The school continued to provide a high standard of education for all children living in the village until it closed in September 1940. Then all the children, carrying their chairs, went crocodile-fashion across the road to their new, bigger County Primary School in Rose Street (built on what had been the village sports ground).

The school building was purchased by Messrs. Iddon Bros. in 1940, who sold it on to Tomlinson Builders in 1960. It is now home to Comack Upholstery & Furniture Manufacturers. During the war Farington Home Guard used it as their base.

**16 Stanifield Lane** –(*Cellar 5 off-licence*). From August 1850, until his death in October 1899 (aged 78) this building was the home of John Threlfall, his wife Elizabeth and their 7 children.

John Threlfall was the first cashier at Messrs Bashall & Boardman's cotton mill in Farington. In 1840 (when he was still only 18 years old) William Boardman and William Bashall asked him to open a night school in his cottage in Spring Gardens, to improve the educational standards of some of the boys and young men working at the Mill.

He ran his night school with such success that many of the lads and young men he taught were able to leave the Mill to get good positions elsewhere. Two workbooks dated 1858, belonging to one of his students (James Craven), still exist, written in beautiful copperplate handwriting. John was employed at the Mill for all of his working life.

His eldest son, also John, became a stationer and bookseller with his business set up in father's Spring Gardens cottage, the front parlour being altered to become a shop about 1870.

John senior was an active member of the village community and was also the Sunday school Superintendent. There is a stained glass window to his memory in St. Ambrose Church, for those who have time to go and look.

**Spring Gardens, East Street and School Street** (*still on the right of Stanifield Lane*).

The sweep of 23 terraced cottages on the right side of Stanifield Lane was originally known as Spring Gardens. They were built in the late 1830's by the mill owners for some of their work force, as were the houses in East Street, and School Street in the 1840's, and were part of Bashall & Boardman's model village plan for Farington.

It was a local custom for the Company to give all of their houses (including those in Mill Street) a fresh coat of black and white paint every summer, in readiness for the Last Saturday walking day. Some house owners still maintain this custom today.

**Rose & Crown Inn** (*on the left of Stanifield Lane*). Built by the mill owners in the 1830's as part of their village plan, complete with the one village shop next door (right), the Rose & Crown has been a popular focal point in the village ever since.

Originally there were also two very tiny (2 roomed) cottages attached to the left side of the pub. Their outline can still be clearly seen on the outside of the gable end wall even now. Externally the building has changed little (apart from the white coating over the bricks) but inside all of the small rooms downstairs have now been made into one large area.

The Pub was 'home' to such groups as the Farington Mill Band from its formation in the 1880's until the 1940's. They practised there every Sunday morning in a back room over the stables; also the R.A.O.B. who used the big room at the front on the first floor; the pigeon fanciers club and Farington Villa football team.

I have been told that the early managers of the pub (before 1900) used the water in the spring-fed well in the back yard to brew their own beer. The well has now been filled in though and the beer is that brewed in the conventional way.

Next door to the Rose & Crown was the original village shop, which in the late 1870's also became the village post office. The first postmaster was a Mr. James Rimmer. Mr. Bamber took over in 1895 and when he retired in 1900 his daughter Mary became postmistress, running the family grocers and post office until 1929. In 1948 Frank Lambert (son of the then Rose & Crown landlord Alf Lambert) and his wife Phyllis, took the shop over, running it as 'Lambert's Confectioners and Greengrocers Shop' until 1985. It is now the offices of W. Fairman accountants. (The post office moved to its present site at 43 Stanifield Lane in 1929.)

#### **Mill Street** *(on the left immediately after the Rose & Crown).*

This was the main artery leading into the heart of the village from the 1830's until the mill closed in 1972.

William Bashall and William Boardman began building their cotton mill on the green, open land beside the new railway line in 1834, eventually having a vast spinning and weaving mill, with the tallest mill chimney in the county, and employing in 1851 some 1000 workers. In the 1830's the only houses in rural agricultural Farington were farms and their cottages, so the mill owners realised they needed to build homes for their new work force. Mill Street was the first to be built, with 59 terraced cottages backing on to the mill on the right and a further 30 on the left of the narrow street. (East Street, School Street and Spring Gardens followed in the next 10 years, making 220 cottages in all). Everyone living in these cottages worked at the mill for several generations.

In the 1830's there was no forward planning for bikes, cars, lorries, buses, etc. but when these forms of transport became common, life in the narrow street became rather difficult and it was no longer safe for children to play at the front. Things were bad enough when it was only the mill workers using Mill Street. However, when, in 1935 the (Leyland Motors) Steel Foundry was built and in 1938 a vast new (Leyland Motors) Engine Shop, just across the railway line at the bottom of Mill Street and all these workers also used Mill Street to get to/from work, the situation became almost impossible. The mass trudge of workers up the street to the bus stop on Stanifield Lane meant enormous queues waiting for buses. Eventually double-decker buses went down to the works to pick people up, but just imagine, double-decker buses going up and down this narrow street!

However... no one minded the congestion there on the Last Saturday in Farington, when the annual procession made its way up and down the street, filling it with joyous celebrations.

Over the years a number of the front parlours of these houses were converted into small shops. Among the best remembered were Arthur Sumner's clog shop at 87; Fred Lambert's cake shop at 55; Mrs. Lodge (Betty's) hot pots at 41 and Charlie Carruthers sweet shop, top house on the left.

Life is quieter now, since the mill closed in 1972, and traffic is only allowed one way, but is it better? The little shops have all gone, the women no longer donkey-stone their steps religiously every Saturday morning, and the front doors need to be kept closed now.

#### **Conservative Club** *(on the right).*

The building which is now the Farington Conservative Club was built in 1900 as the Social Club for the mill workers, with billiard tables inside and a fine bowling green "for taking fresh air and exercise" outside - which is still very much in use today.

It was run as the Social Club until the 1920's, when the new Social Club hut was built on the recreation ground, off Mill Street. The original building was taken over by Mr. & Mrs. Prescott, who ran Farington Steam laundry (across from the bowling green), and was purchased in 1936 from Mr. John Dewhurst (the then Mill owner) by Farington Conservative Association.

#### **St. Catherine's Church** *(on the left after Kew Gardens)*

Set back off the road, behind trees and shrubs, is St. Catherine's RC Church. These grounds were part of Farington Cottage land, which was, like so many other buildings, originally owned by the mill, and were lived in by a succession of mill managers.

Although called Farington Cottage it was in fact a large Victorian house, home in the 1870's to Mr. John Gordon McMinnies, M.P. - part owner of the mill, and in the 1890's to his nephew, Mr. William McMinnies, Managing Director of the mill. Mr. William Higham (owner of the Golden Hill Hay & Straw works) lived there from 1920 until 1933.

The Roman Catholic diocese bought it in 1946 when they were looking for a suitable site for a new church in Farington. Unfortunately, because of a clause in the original deeds, the house could not be used as a church, so it was used as the presbytery and (after some alterations) the garage became the Church, consecrated in June 1949. The house needed extensive and expensive repairs doing, so it was unfortunately demolished in 1969 and a new, purpose-built, presbytery built in its place.

#### **Farington Lodge** *(on the left side of Stanifield Lane).*

You will need to venture off the main road briefly now, and up the drive where many a grand horse and carriage has driven in the past, but for now you must use shanks' pony. Built in the 1830's as the home of mill owner William Bashall, this fine Georgian building (originally with 10 acres of gardens and woodland) is now a grade II listed building. Mr. Bashall lived here with his wife, 3 children and four servants, until his death in 1889.

In 1905 it became the home of Arthur Carrington, of Carrington Dewhurst's and later Carrington Viyella fame. When he left it became the home of Mr. James Todd, a well known, wealthy accountant, with businesses all over the country, and his family.

After he died his widow sold the house to Leyland Motors in 1932, and they used it as an Executive Guest House for visitors and senior managers. In 1994 it was purchased by the present owners, and is run as a Restaurant and Hotel, with 10 fine bedrooms. Structurally it is still the same as when it was built in the early 1800's, with some wonderful plaster-work ceilings (a nightmare to re-decorate!)

**South Lodge** (*at the entrance to Farington Lodge drive*). This classically designed Lodge was built as the gatehouse to Farington Lodge in the 1830's. There is an interesting coat of arms in the original stonework over the front door. Across it is a 'bar sinistre', which in heraldic terms, usually means 'built for the illegitimate son of ....' I am still trying to find out more of this little house's history.

**Centurion Way** (*still on the left of Stanifield Lane*). This road was built in 1953, on the route of the Red Wall path, and was named after the famous and successful Centurion tanks produced by the Leyland Motors Works during the Second World War. The path had previously linked Bashall's Wood Road (a short road with 4 semi-detached houses) with the continuation of Wheelton Lane, over the railway bridge to High Ash cottages.

The reason for building the road was to serve the new Tank factory opened on 23<sup>rd</sup> October 1953. During the Korean crisis many tanks rolled out of the government owned factory and down Centurion Way, and on 9<sup>th</sup> July, 1956 Leyland Motors agreed to purchase the factory - re-naming it the (L.M.) Spurrier Works (after one of the Company's co-founders). The road now serves, among others, the Centurion Industrial estate, (which was built on the site of Farington Mill) on the left, and Lancashire Enterprises Business Park (which is on the site of the Spurrier Works) on the right.

**Farington House** (*across Centurion Way, on the left*).

Off the road again, and through what remains of Bashall's Wood, you will find another large, Georgian (grade II listed) house. This was also built in the 1930's, as the home of mill founder and owner Mr. William Boardman. William Boardman (a bachelor) lived here, with his mother, until his death in 1869, after which time a succession of influential men (and their families) lived there, all of whom described themselves as cotton manufacturers.

Mr. Tom Hartley Roberts, owner of the Wood-Milne Rubber Co, purchased the house in 1913. The Rubber Co. was taken over by BTR in the 1940's - the House then becoming the BTR Social & Recreational Club, which it still is today. The House was described in 1906 as "*pleasantly situated on a gentle eminence and surrounded by pleasure grounds*", features which BTR have utilised well. Mr. William Boardman is now credited by historians as having been the most important man in Farington's history and as having been responsible for bringing the village into existence.

I hope with this little guided walk through Farington I have helped you to see, look for, and find, some of its interesting history.

**JOAN LANGFORD**



## LEYLAND CROSS.

Leyland Cross is the oldest structure in Leyland. It is probably older than the Parish Church so it must date from before C.1200 at least. It may have replaced an earlier cross. Sadly the crucifix part of the Mediaeval Cross was beheaded by Cromwell's troops when they passed through Leyland many years ago. Thankfully the base of the Medieval Cross is still here today, mainly thanks to the efforts of two foreseeing 19<sup>th</sup> Century locals; the vicar of St. Andrew's Church, the Reverend Leyland Baldwin, and the owner of Worden Hall, Susan Maria Farington. They saved the Cross from demolition and the site being used for public toilets! When they had won that battle they set about restoring the Cross, replacing the crucifix part, which had been beheaded more than 200 years previously.

But what was the Cross used for? The first thing that comes to mind is that it was used as a Market Cross. In Medieval times Leyland House, Pollard Hall, Occleshaw House and St. Andrew's Church Hall would not have existed, so there may have been a large open area there on which a market could have been held.

Also, before the Parish Church had been founded (and perhaps before Christianity had even reached Leyland), preaching friars could have brought the word of God to the people of Leyland. Standing at the base of the Cross they may have preached to a probably quite unruly crowd about the miracles of Jesus and promising the rewards which were waiting for them in Heaven if they abandoned their pagan ways and followed Jesus. It was probably via these friars that Christianity reached Leyland. Even after Christianity had reached Leyland, now long forgotten groups of Christians like the 'Lollards', who disagreed with the Roman Catholic Church's views, would probably have preached there, even though they were risking persecution.

But there were other uses too. In times of war, leaders of battalions would try to recruit soldiers, promising good wages and a good life but probably telling more lies than truth.

As you can see, the Cross is a proud survival of Leyland's heritage. It has seen the building of the Parish Church, the days of the Farington's, the building of the weavers' cottages on Union Street (now Fox Lane) which started off the Industrial Revolution in Leyland. It has witnessed the foundation and work of Leyland Motors, once one of the greatest vehicle manufacturing empires in the world, Second World War bombs, the closure of the old St. Mary's Church and many other events which have taken place in Historic Leyland.

So, if the Cross survives another millennium, just imagine what tales it could tell to our descendants!

But one thing I must add is that most of what we know about the Cross is guesswork because there are no surviving written records of the Cross in its earliest days so therefore its origins are not known for definite.

**JAMES MAWDESLEY**

## THE HISTORY OF BANKING IN LEYLAND

The History of Banking in Leyland starts very simply with the provision of a Savings Bank based in a building at the Cross. There then followed a period of inactivity before the precursor of National Westminster Bank (the Lancaster Banking Co) and Midland Bank (the Preston Banking Co) moved into town in the late 18<sup>th</sup> Century.

There now follows a history of the individual banks, in chronological order with the details obtained from the banks own archives, the local trade directories and planning applications.

### Savings Bank

According to the Mannix Trade Directory of 1841, a Savings Bank was established in May 1821 with by 1841, 1000 investors. The Treasurer was Francis Sergeant Pilkington of handloom weaver fame in Fox Lane. The Actuary was Thomas Addison. From the 1844 Ordnance Survey Map, the Savings Bank seems to have been situated within the three-storey building opposite the Roebuck.

In the 1851 Slaters Directory, the two secretaries were Thomas Addison (also listed in the Directory as agent for the Clerical Medical Assurance Co) and Rev. Thomas Rowlandson (not listed as a vicar in the area), the Treasurer still being Mr Pilkington. The bank opening hours were only between 11 a.m. and 1.30 p.m. on a Monday.

By the 1865 Trade Directory the Savings Bank was conducted by Frederick Hackforth, the local chemist from within his premises at Occleshaw House at the junction of Worden Lane and Fox Lane. This is the last entry for the Savings Bank.

### National Westminster Bank

1878 - Lancaster Banking Co / 1907 - Manchester & Liverpool District Banking Co Ltd / 1926 - District Bank

1919 - Manchester & County Bank / 1934 - County Bank / 1935 District Bank

1970 - National Westminster Bank / 2000 - Taken over by the Royal Bank of Scotland

In the Banks Archives, there was a note in the Directors resolution and order book on 22<sup>nd</sup> March 1878 that stated "*Open a sub-branch at Leyland? Decided to open a sub-branch when arrangements can be completed*", a suggested date for opening has been 12<sup>th</sup> April 1878. According to the Barratt Trade Directory of 1881, The Lancaster Banking Co had premises at 32 Towngate (Tudor House).

The Lancaster Banking Co was established in 1826 before becoming part of the Manchester & Liverpool District Banking Co Ltd in 1907. The banking hours between 1881 and 1892 were 10 a.m. to 2.30 p.m. on a Friday, being slightly amended to 10.30 a.m. to 2.15 p.m. after 1895. With the Trade Directories between 1901 and 1907, the hours were standardised with the Midland Bank next door, both premises opening between 10 a.m. and 2 p.m. on Monday and Friday. The Directory of 1910, as well as noting the change of name to the Manchester & Liverpool District Banking Co Ltd, shows the addition of the same opening hours on Wednesday.

On 12<sup>th</sup> December 1911, the Manchester & Liverpool District Banking Co Ltd (1829 – 1924) opened a sub-branch in temporary premises at Chapel Brow. As the Board minutes state *“On 12<sup>th</sup> December last a new sub-branch to Preston was opened in temporary premises at Chapel Brow, Leyland, and business will be transacted there on Tuesday, Thursday and Saturday; our already existing office at Towngate, Leyland, being opened on Monday, Wednesday and Friday, as heretofore. Leyland is a scattered district, and it has been thought desirable that the Bank should have an office in that portion of Leyland, which is somewhat far removed from our Towngate branch. We have arranged to purchase a site for a permanent office near the Chapel Brow temporary premises”*.

Therefore on 6<sup>th</sup> July 1912, the Manchester & Liverpool District Banking Co Ltd bought premises at 4 Golden Hill Lane on the corner of Hastings Road and Golden Hill Lane, transferring the business to the permanent premises on 3<sup>rd</sup> July 1913. Though according to the trade directory of 1913, the opening hours reverted to the same as the Towngate branch.



1. The two bank buildings side by side. To the left the original Manchester & Liverpool District Bank opened in 1912. On the right, the later Manchester & County Bank opened here in 1927

Meanwhile, on 10<sup>th</sup> February 1919, the Manchester and County Bank (1862 – 1934) opened a sub-branch at 7 Golden Hill Lane with daily opening hours of 9.30 a.m. to 3 p.m., Saturday between 9.30 a.m. to 12 noon. The property had been leased from Mr Richard Marsden at a rental of £30 per annum. On 23<sup>rd</sup> August 1919, the Bank acquired the freehold of 2 Golden Hill Lane, though the new premises were only built on the site of the ex - chapel in 1927.

The premises were described in a Nat West valuation report as *“rustic brick front with stone facings”* and in a *“good commanding position at the top of shopping street, but on the edge of the shopping area”*. The accommodation included a vestibule, banking chamber, manager’s room and clerk’s room on the ground floor, with another clerk’s room and book room on the first floor.

The business steadily expanded and on 2<sup>nd</sup> September 1929 Leyland was severed from Preston branch and constituted an independent branch of the Bank. In November 1934, the title of the Bank was shortened to County Bank Limited and in 1935 County Bank was acquired by the District Bank.

As we have established, the Manchester & Liverpool District Banking Co Ltd had another branch within the Public Hall in 1919, before moving to the property at the junction with Cow Lane, 27 Towngate in 1920. so the village had continued banking facilities. A tale is told that the then Squire Farington used the bank's electric clock in the Public Hall to check his own timepiece, not trusting the parish church clock. No change there.

The property at 27 Towngate, (renumbering later changing this to No 21) a town house built prior to 1869, was previously owned by John Stanning, head of John Stanning & Sons Ltd, bleachers and dyers, but occupied by Mr John McKittrick (Senior), the Works Manager.

While the main District Bank was at Golden Hill Lane, the Bank Manager's home was behind and above the shop at 21 Towngate. The Bank part of the building comprised the banking chamber and office on the ground floor, with a cellar in the basement but no strong room. The Manager's House comprised of, on the ground floor a hall, living room, kitchen, scullery and pantry, while on the first floor were five bedrooms and a bathroom. The outside facilities included a garage, wash house, green house and coalhouse.



2. 21 Towngate. Converted from a town house to Nat West Towngate branch in 1920

The 1922 Trade Directory displays confusion as it states that the Bank had now moved its Golden Hill Lane branch down Chapel Brow (though not from Nat West's archives) and was now open daily from 9.30 a.m. to 11.30 a.m. at both of its Leyland branches. By 1926, with the change of name to the District Bank, it would seem that the hours had reverted to 9.30 a.m. to 3 p.m. at both branches. The Saturday opening was 9.30 a.m. to 12 noon in Chapel Brow, while Towngate closed at 11.30 a.m. (the same as the Midland Bank).

According to the 1936 Trade Directory, the merger of the District Bank and the County Bank had taken place with the business of 4 Golden Hill Lane being transferred to the County Bank branch premises at 2 Golden Hill Lane (the present branch). Though the Bank's own records say the merger only took place on 2<sup>nd</sup> August 1938. The old District Bank was sold to Leyland Paints. On 1<sup>st</sup> January 1937, Leyland was constituted a Full Branch of the Bank.

On 27<sup>th</sup> May 1974, the Bank purchased the freehold of the adjoining premises at 4 Golden Hill Lane, which had been sold by the District Bank in 1948, and the branch was extended on the enlarged site during 1975 and 1976. The branch in Towngate was reduced to a single storey building when the rest of the property was demolished on the south side of Towngate and it was discovered that the other buildings in the block were helping to hold up the three storey building. The branch was finally closed on 1<sup>st</sup> November 1985 with the proposed Towngate redevelopment.

On 8<sup>th</sup> May 1939, a new branch was opened at 34 Hough Lane, more accessible for the Motors North and South Works. It then moved to its final position at 26 Hough Lane in late 1940 / early 1941. The terrace had been built as a row of houses with gardens in 1899. It only comprised a banking chamber downstairs with two offices upstairs, no room for a strongroom. It closed on 29<sup>th</sup> August 1997 and was converted into a newsagent.

There were two other short-term branches in Leyland; the first was the Seven Stars branch opened on 1<sup>st</sup> Jan 1970 at 352 Leyland Lane, closing on 25<sup>th</sup> Oct 1991. The second branch opened on 17<sup>th</sup> April 1970 at the Spurrier Works, Leyland as a sub-branch to Leyland. Hours of business were Wed and Fri between 10 a.m. and 3 p.m. The branch was only open to Leyland Motors personnel and closed permanently on 17<sup>th</sup> July 1991.

### **H.S.B.C. Bank**

1879 – Preston Banking Company / 1894 – London City & Midland Bank / 1895 Midland Bank / 1998 – HSBC

The Leyland branch was originally established at Church Terrace (2 Church Road) as a sub-branch of the Preston Banking Company in 1879. The Preston Bank had been founded in 1844 and its other branches included Blackpool, Fleetwood, Ormskirk and Southport. In 1894 the Preston Bank, together with its branches and staff, became part of the Midland (then known as the London City & Midland – from the charity papers).

The office address is not recorded in the Bank's Archives, though we have discovered this through the Barratt Trade Directories between 1881 and 1892. The office opening hours were from 10.30 a.m. to 2.30 p.m. on a Thursday between 1881 and 1885 then changing to the same hours on a Tuesday until 1894.



3. *The Towngate branch of the Midland Bank opened around 1895*

By the 1895 Directory, the name of the bank had changed and the branch had moved to its permanent home in Osbaldeston House, No 31 Towngate. The banking hours were now similar to the other bank, then known as the Lancaster Banking Co. next door, i.e. 10.30 a.m.-2.30 p.m. on Friday. With the Trade Directories of 1901 to 1907, the hours were standardised with next door, both now opening 10 a.m.-2 p.m. on Monday and Friday. The 1910 Directory shows the addition of the same opening hours on Wednesday.

In April 1915 Sir Edward Holden, Midland's Chairman, recorded that *"we have a sub-office in the old village but the place is developing at the other end of the town"*. An additional office was opened at *"the new end"* in May 1915. The original office then opened daily 9.30a.m.-11.30a.m. instead of 3 days per week. By 1919 there were 2 sub-branches at 12 Chapel Brow and 31 Towngate, both under the management of Midland's Preston Branch.

The increase in business is evident as by the 1922 Trade Directory, the bank's opening hours have increased to the standard hours that were in force until the 1960's, namely 9.30 a.m. to 3 p.m. daily, Saturday 9.30 a.m. - 12 noon. By 1926, the only change was the reduction of the Saturday opening at the Towngate branch 9.30 a.m - 11.30 a.m. (exactly the same as the District Bank). The address of the Chapel Brow office had changed to 25 Hough Lane by 1928 and then changed to 114 Hough Lane in 1936/7. This building at the corner of Turpin Green Lane and Hough Lane was a previous Post Office.



4. The former Post Office and Midland Bank between 1936 and 1962

In 1962 Midland acquired new branch premises at 47 Hough Lane, this semi-detached house, Lily Bank, was built by David Grant, who was also the architect for the Congregational Church. He had his office at the side entrance of Lily Bank, acting also for the Leyland & Farington Building Society.

The previous owners of the property were Elizabeth Clayton (from 1902); J B Singleton (from 1906, and given to Misses A, E and M Singleton in 1911); the Leyland Gas Co (from 1928); Mrs A Clarke (from 1943); G O'Donnell (from 1947). The final occupant was Harry Rose (from 1960, who sold the property to Midland). The property having been occupied by amongst others, James Iddon, the founder of Iddon Brothers; Charles Elliott, the manager of the Leyland Gas Co and Dr Johnson before he built his house on the corner of Hough Lane and Towngate. These premises (the present branch) were entirely rebuilt in 1963/4, the old branch in Towngate closing in the 1970's.

### **Trustee Savings Bank**

The Leyland branch opened in 1913 (as confirmed on the planning applications) as a branch of Preston Trustee Savings Bank (established in 1816). According to the 1913 Barratts Trade Directory, the Bank opening hours were from 11.30 a.m. to 3 p.m. on Tuesday and Friday with a late opening session from 6 p.m. to 8 p.m. on Fridays.

By 1917, the branch was open between 11.30 a.m. and 3 p.m. on Thursday and Saturday in addition to those already mentioned. In 1922 the hours seem to have been reduced, only open on Tuesday and Friday from 11.30 a.m. to 3 p.m. with the late session amended from 5 p.m. to 7 p.m. By 1932, the banking hours increased again being opened Monday, Wednesday and Friday from 10.30 a.m. to 3 p.m., the usual Friday evening session continuing

From the Banks own records, the first address they have for the branch is 4 Chapel Brow and this was in 1934. After 1951 the address was given as just Chapel Brow. They have no information on when or if the branch moved to its current site at 7/9 Chapel Brow, the renumbering of the street probably explaining the differences.

In the 1936 Trade Directory, the opening hours have finally been standardised as 10.30 a.m. to 3 p.m. daily, except for Thursday when it closed at 1 p.m., the late session still 5 p.m. to 7 p.m. on Friday. With the merger with the Trustees Savings Bank, this is now known as Lloyds TSB.

### **Royal Bank of Scotland**

1938 – Williams Deacons Bank / 1970 – Williams & Glyn's Bank / 1985 – Royal Bank of Scotland

Leyland branch of Willams Deacon's Bank opened in September 1938. Williams Deacon's Bank founded in London in 1771, amalgamated with Manchester and Salford Bank in 1890, continuing the latter's strategy of branch expansion in the northwest of England. During the First World War with reductions in bank staff as men went to serve in the forces, this policy was deferred.

The bank's growth continued in the boom years immediately after the war but the 1920s were difficult years for Williams Deacon's Bank, which was severely affected by the depression in Lancashire where most of its business lay.

By 1929 the bank urgently needed support from a larger partner. Through the offices of the Bank of England, the Royal Bank of Scotland made an offer for the company's entire share capital, and a deal was finally agreed in 1930.

The English branch network continued to trade separately under the Williams Deacon's name and the strategy of geographical growth was resumed. The prosperity of Leyland soon attracted the attention of the directors of Williams Deacon's Bank and in Nov 1937 the bank purchased premises at 165 Water Street with the object of opening a new branch at that address. The property, on the corner of Malden Street, was one of a small terrace of houses, known as Methuen Terrace, built in 1902 and named after a Boer War general. John McKittrick a 'maker up' at a local bleach works owned it. He ran a dressmaker's shop there before its acquisition by the bank.

By February 1938 plans were in hand to convert the property for bank use. A banking hall, manager's office and strongroom were built on the ground floor and staff facilities and storerooms above. The new branch opened on 12 September with Harold Chadwick as manager. He was transferred from the bank's Chorley office. The branch was an immediate success with 177 accounts on its books by 1939. It was then decided to ease congestion by widening Water Street, which was then incorporated into Towngate.



##### 5. *The original Williams Deacons Bank opened in 1938*

Also in 1939 The Royal Bank of Scotland acquired the old-established bank of Glyn, Mills & Co in the City of London, but both the Scottish and the English banks continued to trade as separate entities under the title of The Three Banks Group. The business of Williams Deacon's Bank increased alongside the growth of the town and by 1970 the branch had 1,550 customer accounts and eight staff. In September 1970 the English subsidiaries of The Royal Bank of Scotland merged to form Williams & Glyn's Bank and Leyland branch was renamed accordingly.

In September 1985 Williams & Glyn's merged fully with its Scottish partner to form The Royal Bank of Scotland plc. By this time the bank's Leyland premises had become too cramped to house the branch's growing business and plans were laid for the purchase of the neighbouring property at 167 Towngate. These premises had been converted from a house into a shop in the early 1950s and were trading as opticians prior to being purchased by the bank and incorporated in the branch. The enlarged branch office was entirely remodelled, removing the old wooden counter and sloping desks and moving the telling positions to their present location along one side of the banking hall.



### Lloyds Bank

The Lloyds Bank was a late addition to the banking facilities for the town, the planning applications dated November 1954 shows a change of use from a Cafe to Lloyds Bank at 12 Hough Lane on the corner of Summer Street. With the merger with the Trustees Savings Bank, this is now known as Lloyds TSB.

### Barclays Bank

Barclays Bank opened its branch in Leyland on 5 November 1956. David Grant built the semi-detached house known as Spring Bank. He was also the architect for the Congregational Church. It had for a number of years been the home of Henry Spurrier of Leyland Motors Ltd and his son who became Sir Henry Spurrier was born there. The house was later used as a Doctor's and Dentist's before becoming Barclays Bank.



6. Barclays Bank, 45 Hough Lane from 1956 - 1992

The bank purchased for £29,500 the residue of a lease for 999 years of 45 Hough Lane from the personal representatives of A G Saunders, the dentist. The fitting up of the branch was estimated to cost £7,050. It opened as a full branch under the management of Preston with Mr C R Hall as the manager. In May 1957, Mr J E Hiles became the manager of Preston and Leyland having been appointed from Lytham. In 1963, the bank purchased the freehold of 45 Hough Lane for £80 16s 8d. In February 1964, Mr H T Price succeeded as manager at Preston and Leyland having been appointed from 90 Cross Street, Manchester

In July 1966, the Leyland branch passed from the control of Preston to Chorley under the management of Mr H H Brown. The Leyland branch was detached from Chorley on 1st November 1973 with its own manager. The Clerk-in-Charge at Leyland, Mr B Pilling, was appointed the first manager. He remained until 1978 when Mr J E Hurst was appointed manager from Barrow-in-Furness. In 1990, Leyland became part of the Preston Fishergate Group of branches and on 5 May 1992 opened in new premises at Balfour Court, 15 Balfour Street.

**PETER HOUGHTON**

## **LEYLAND MOTORS SPORTS**

### **Part One: Between the Wars**

**Introduction** During the last century the most popular annual social event in Leyland was undoubtedly the May/Leyland Festival. Probably the second most popular social event was Leyland Motors Sports, which took place from 1921 to 1966 with a break for the war years and in 1963. At its height it had over 1000 competitors. It wasn't just a sports festival but a social occasion with a dance held on the evening of the Sports Day. This article is about the early days of the Athletic Sports and is dedicated to all who took part either as competitors or officials.

**Early Days** The origin of the Sports Day can be traced to the founding of the Leyland Motors Social and Athletic Club in 1919. Leyland Motors had a football team called Leyland Motors Athletic Club which had met with some local success. The Directors of the Leyland Motors Company wanted to find a permanent home for the team and that decided them to widen their scope and form a club, which would also cater for the varied recreational interests of their work force. It was also part of a much wider scheme in conjunction with Leyland Urban Council to build houses on the land between Sandy Lane, Church Road and the railway line. The local council would be responsible for some housing but Leyland Motors had plans for houses, shops, cinema, school and recreational areas on land owned by the Company. At an initial meeting called on November 5<sup>th</sup>, 1919, in the Canteen, on Thurston Road, there was wide acceptance for the proposal to form a social and athletic club. The employees were no doubt influenced by the Directors' promise to purchase thirteen acres of land between King Street, Water Street and Sandy Lane and to build a pavilion.

By early 1920 the steering committee of the newly formed Leyland Motors Social and Athletic Club had arranged elections for members of the new Committee or Council which included four places for ladies. A referendum of employees approved a plan of voluntary contributions of 2d per week rather than 2 shillings per quarter to be deducted from their wages. At the same time as the Council was formed there were sections, with secretaries, for the following activities: Cricket, Football, Swimming, Tennis, Bowls, Orchestra and Physical Culture. In early 1921 the Council put forward a proposition for a Sports Day. In June an announcement appeared in the '*Leyland Torque*';

#### ***ATHLETIC SPORTS AT HEADQUARTERS***

*Arrangements are well in hand for a big Sports Meeting to be held on the Athletic Grounds at H.Q. on Saturday, July 9<sup>th</sup>. The gates are to be opened at 1-30 p.m. and the first event is timed for 2 o'clock. There will be 14 events for members of the L.M.S.A.C. including flat races, sack race, obstacle, etc., etc. Entry fee for each event, 6d.*

*In addition, open events will be included in the programme, the sum of £50 has been set aside for prizes. A troupe of children will give a performance in the afternoon and one in the evening. In addition to the events shown on the entry form already published, it is proposed to have races for children of employees, for which special prizes will be given.*

*A first-class band will be in attendance and will render selections during the day and will play for dancing after the SPORTS. Enquiries to, and entry forms from, the General Secretary, c/o Employment Dept., Leyland.'*

However this was not the first Sports Meeting the club had organised, for at the end of April *'a splendid entertainment programme was provided... by the Leyland Motors Sports Committee.'* (Chorley Guardian May 7<sup>th</sup>, 1921). Taking place in fine weather were no more than four different sports: Bowls, Tennis, Cricket and Football. The cricket match was between Whalley and Leyland Motors of the Ribblesdale league. A semi-final for the Richardson Cup between Hamilton Central and Lytham was taking place on the Football Ground. In addition to this feast of outdoor sporting activity, the spectators were entertained by a Jazz Band. No doubt the experience and organisation helped the Council prepare for the Athletic Sports. *The Chorley Guardian and Leyland Advertiser* for July 16<sup>th</sup>, 1921 had the following report of the new venture.

### **MOTORS SPORTS**

*A sports meeting arranged by Leyland Motors Social and Athletic Club held on the firm's spacious and well appointed playing fields at Leyland on Saturday was a highly successful affair, and if the hot sun was to some extent tiring to both competitors and spectators alike, some splendid sport was witnessed and all appeared to enjoy themselves thorough. It was the club's first venture of this description and whether it should be repeated annually depended on the success of the first meeting. It was unfortunate that the event should have clashed with a local cricket 'Derby' at Fox Lane, but in spite of this there was an excellent attendance. About 250 competitors including many well-known athletes and members of Harriers clubs took part in 21 events and the timetable was adhered to.*

*Most of the events took place on the football field and the turf was very hard. The playing field had been closed to members for a couple of days in preparation for Saturday, and all arrangements were admirably carried out. Twice during the day capital concerts embracing a diversity of items were given from a platform on the cricket field by a party of 14 juveniles from St Andrew's Sunday School, under the direction of Mr T. Lazenby and Miss V. Edge, the last named providing the accompaniments. Close by was a spacious marquee, where tea was served, the catering being carried out by Messrs Edmunds and McGoorty of Preston; and at the extreme end of the cricket field many had a good time on a number of roundabouts, stalls etc. Throughout the day selections were rendered by the Leyland Subscription Prize Band, under the conductorship of Mr T. Smalley. In the evening the band played for dancing. The large company present included Mr Henry Spurrier, snr (chairman of the company and president of the club) and Mrs Spurrier, and Mr and Mrs C. Nixon, the former being general manager.*

*The prizes, which were valued at £50, included, cricket bats, safety razors, boots, attaché case etc. and were handed to the winners by Mrs Spurrier. The proceeds were on behalf of the funds of the club. The events were contended under A.A.A. rules. Mr H.S. Finney of St Helens, being the official representative of the N.C.A.A. There was a competent selection of judges, and other officials were: Mr A.W. Windsor (clerk of the course), Messrs F. Hughes and T.B. Howarth (competitors stewards), Messrs J. Worsley and H. Eastham (marksmen), Mr W.T. Brown (megaphone), Mr W. Elkington (Hon. treasurer), Dr H.F. Haworth (Hon. general secretary).*

*Mr H.N. Ellis of Liverpool arranged the handicaps in the open events. The assistant secretary, Mr G. Gaskell, worked untiringly to ensure the success of the day's proceedings."*

Mr Henry Spurrier, snr had a busy weekend, for the day before he had been among the dignitaries introduced to the Prince of Wales on his visit to Leyland. This took place at the Cross at 4.45 p.m. No doubt much of the gossip at the Sports Day would have been about the prince's visit.

It is worth recording the winners of this pioneering event.

### Works Events;

100yds	T.C. Lockwood	100yds (under 18)	J. Watson
440yds	J. Watson	880yds	F. Bamber
One Mile	G. Scarth	Obstacle	T.C. Lockwood
Veterans	E. Gittens	Sack Race	J. Ratcliffe
Ladies 80yds	J.N. Sheehan		
Tug-of-War		Boiler Shop	(capt. R. Williamson)
High Jump	J.H. Higginson	Long Jump	J.H. Higginson
Throwing the Cricket Ball;		Ladies	F.E. Davies
		Gents	W. Davies

### Open Events;

100yds	J.H. Higginson (Preston)	440yds	A.J. Lovelady (Liverpool)
One Mile	E. Kenrick (Bury)		

T.C. Lockwood was a member of the LMSAC Council and secretary for both the Football and Swimming sections. In later Sports Days he acted as referee. J.H. Higginson became better known as a triple jumper (in the 1920's the event was known as the Hop, Step and Jump). He was N.C.A.A. champion six years in succession. The first time as a member of Preston Harriers but on the last occasion in 1928 representing Leyland Motors. He was chosen for the Olympic Games in Paris in 1924 which was the setting for the film 'Chariots of Fire.'. In 1927 he helped to found Leyland Motors Athletic Club and served as its first secretary.

The team that finished third in the Tug-of War was comprised of ladies from the Works Canteen. Their captain was Miss Kay. In the Ladies race a special prize of a tennis racket was awarded to May Prescott who had been the first under 16 to finish. Mrs H. Spurrier made the presentations.

**1922** The second edition of the Sports was held on July 15<sup>th</sup> on the football ground. There was a good attendance of spectators who enjoyed delightful weather. During the course of the afternoon the 'Jolly Juvenile Pierrot Troupe', under the direction of Mr T. Lazenby, rendered several musical items.

The local schools Relay Race was won by Balshaw's Grammar with St Mary's second. The open Tug-of War proved a victory for Leyland Sub-Division police over Farington Works. Miss N. Sheenan won both the Ladies 80yds and Skipping Races. Mrs H. Spurrier again presented prizes.

**1923** In spite of showery weather there was a fairly good attendance on the afternoon of July 14<sup>th</sup>. An American Tennis Tournament was held with the winners being Miss J. Irving and Mr E. Turner.

The star of the meeting was undoubtedly Jack Higginson who won four events. In the Ladies 80yds N. Sheenan was again successful. A new event was the Departmental Relay Race won by the Farington Foundry team. Both the Schools Relay Races were won by Leyland C. of E. The winner of the Veterans race at the first sports was the starter and Mrs J.H. Toulmin presented the prizes.

**1924** The Sports Day was moved to the first Saturday of the month (July 5<sup>th</sup>) but bad weather conditions marred the event held on the football field. The much eagerly anticipated Trojan race between the model produced at Leyland and the one from Ham was prevented from taking place by the weather. During the afternoon the Leyland Prize Band rendered selections. Over 300 children were entertained to tea. A new novelty event was the Cigarette Race won by Miss M. Prescott and Mr J. Burrows. The most successful athlete was a youth, J. Lazenby, who won the 100yds (under 18), and the High Jump and was a member of the winning relay team. Miss N. Sheenan gained two second places.

**1925** This was held on July 4<sup>th</sup> with a large attendance that witnessed some interesting races. Athletes from Preston Harriers won the three open events with the places in the 100yds being replicated in the 220yds. R.C. Cannon won the Works 220yds and High Jump. Another new event was the One Mile Walk which was won by J. Martenell. Farington Iron Foundry beat all opposition to triumph in the Tug-of War. J. Butterworth won a Bowling Tournament. Leyland Motors Band played throughout the afternoon and Mrs A.A. Liardet presented the winners with prizes.

**1926** The meeting reverted back to the second Saturday, July 10<sup>th</sup>, and was held in ideal conditions. Mrs Henry Spurrier presented prizes to the value of £80 at the end of the proceedings. The Blackrod Subscription Band played in the afternoon and accompanied the dancers in the evening. Children of employees were provided with tea in the Works Canteen. The open events were omitted from the programme and entries restricted to the work force.

An unusual extra activity was a Cricket Match held during the afternoon. F. Edmundson won the High Jump with a 'diving' style, which strictly was against A.A.A. rules. The Gear Box Department won the Works Departmental Relay Race and Farington Steel Works were victorious in the tug-of War. Miss E. Lowe and Mr. A.L. Alam won the American Tennis Tournament and J. Ainsworth the Bowling Competition. Another new event was the Fireman's Dressing Race, which was won by J. Brown.

**1927** Glorious weather ensured a good attendance of spectators who enjoyed the July 2<sup>nd</sup> meeting. The programme was extended to 30 events. With the open races being reinstated, for the first time a member of the newly formed Athletic section won a prize in an open event. The honour falling to N. Butterworth in the 100yds in which he finished second to F. Fishwick of Preston Harriers who also won the open 220yds. J. Prescott was the first winner of the under 18 100yds Championship and he was also successful in the under 18 100yds Handicap, 2<sup>nd</sup> in the Works High Jump and 3<sup>rd</sup> in the Works 220yds. Another J. Prescott was the winner of the Ladies 80yds and the Skipping Race. St Saviour's School, Bamber Bridge, was the best school overall in the Relay Races winning the Boys and finishing second in the Girls.

Leyland Prize Band entertained the crowds in the afternoon and played for the evening Dance. Mr J. H. Toulmin presented the prizes.

Harold Wood of Makerfield Harriers who finished second in the Open Mile Run went on to represent Great Britain at the 1928 Olympic Games in Amsterdam when he finished 11<sup>th</sup> in the Marathon. In the 1934 Empire Games, in London, he was 4<sup>th</sup> in the same event.

**1928** The meeting held on July 7<sup>th</sup>, was favoured with lovely weather, which attracted a fairly good crowd. Leyland Prize Band again entertained in the afternoon and played for the Dance in the evening. The Boys Physical Training Class gave a display of 'physical jerks' during the interval. No Open events were held. The star of the afternoon was a youth, T. Nixon, with two individuals, a relay win and one second place. F. Edmundson was the first winner of the Hop, Step and Jump with a leap of 40' 2". The Tennis Tournament was won by Miss E. Lowe and Mr. H. Swarbrick with W. Sumner being successful in the Bowling Contest. M. Prescott and H.M. Gaskell exchanged victories over each other in the Ladies 80yds and Skipping Races.

**1929** Held on July 6<sup>th</sup> the spectators were entertained by Leyland Prize Band whilst enjoying a variety of events. For the first time N.C.A.A. representatives were invited to officiate, at the Sports meeting, as Judges and Referee. The reason for this was the holding of the Lancashire County Two-Mile Walking Championship. J. Mercer of Preston Harriers won the race but in third place was a Leyland youth, J.S. Whillis, also competing for Preston Harriers. The Open events were brought back with winners coming from Hallamshire Harriers, Liverpool Harriers, Bury A.C. and Earlstown Viaduct A.C. The One-Mile Run attracted an entry of 58. J. Higginson won the Hop, Step and Jump with 42' 1". Balshaw's Grammar School won the Relay Race and the winner of the Bowling Competition was F. Grime. Mrs J.H. Toulmin presented prizes. Clifford Whitehead, of Salford Harriers who finished 2<sup>nd</sup> in the Open 880yds became A.A.A. champion over the distance in 1933 and represented Great Britain in International matches against France, Germany and Italy.

**1930** The tenth holding of the Sports, on July 5<sup>th</sup>, attracted a very good attendance with glorious weather prevailing throughout the entire afternoon. The Open events were again cut out and not restored during the decade. In their place various innovations were introduced such as novelty and cycle races. Approximately 500 children entered for their races, which were run off to schedule by the hardworking and efficient Committee.

Leyland Prize Band played during the course of the afternoon and at the close of the meeting. Mrs Walter Davis presented the prizes. Balshaw's Grammar School provided both winners in the Boys and Girls Relay. Miss E. Houlden and Mr G. Hunter won the American Tennis Tournament and in the Bowling Competition victory went to D. Sumner. A mixed Golfers Putting Race had an interesting third place in Miss M. Hocking.

**1931** For the first time since its inception the Sports Day moved from its usual July date to August 1<sup>st</sup>. In July Prince George (later Duke of Kent) had visited the Leyland Factory and no doubt this was responsible for the change. However on July 11<sup>th</sup> the L.M.S.A.C. Motor Cycle section had held a Gymkhana on the May Festival Field in memory of a recently deceased member. The best performance on Sports was without doubt that of C.R. Cornejo (of Salford Harriers), a student at Wellington House, who from scratch won the Works 100yds in 10 seconds.

Being on a grass track this was a remarkable performance. J.L. Smithies in 3<sup>rd</sup> place had a start of 8 ½ yds. J. Higginson, jnr. won the three jumping events (under 18 High Jump, Works High Jump and Long Jump).

Two new events were the Blindfold derby for mixed couples and the Ladies Catching the Train. In the Schools Relay both races were won by Balshaw's Grammar.

**1932** This was held on the Cricket Field in perfect conditions on July 2<sup>nd</sup> before a record attendance. An interesting feature was an inter-works six-event competition between the Leyland Works and the Kingston London, branch. The Kingston team was successful by 28 points to 22. The irony of this competition was that J. McGovern, representing Kingston, the winner of the 100yds and 440yds, had competed in the Sports the previous year. During the interval the apprentices put on a display of physical culture. Once again the Leyland Prize Band provided the musical entertainment. A new Works event was the 120yds Hurdles won by J. Higginson, jnr. The Veterans race was re-introduced and was won by G. Gaskell. R. Taylor was successful in the Bowling Competition. Mrs George Pruden presented the prizes.

**1933** There was a large attendance, on July 1<sup>st</sup>, on a fine but somewhat dull day. Jack Higginson took time out from his duties as timekeeper to enter and win the veterans 80yds race. Another new event was the Firemen's race which was won by Leyland U.D.C. over Penwortham with the team from Leyland and Birmingham third. For the first time Putting the Weight was held with L. Parker winning by nearly a foot from W. Rothwell.

Among the children's winners were B. Kirby (girls under 5), T. Atkinson (boys under 5), K. Jopson (girls under 7), T. Brown (boys under 7), C. Freeman (girls under 9), J. Pickersgill (boys under 9), E. Gregson (girls under 11), M. Lowe (boys under 11), M. Edwards (girls under 13), R. Wildman (boys under 13), J. Pilkington (girls under 14) and R. Beesley (boys under 14). Mrs C. Furness presented prizes.

**1934** The Leyland prize band entertained the large crowd that attended the 14th annual Sports, on July 7th. The second inter-works competition to be held at Leyland proved to be a victory for the visitors in spite of two wins from A. Riding in the One Mile and 880yds. In alternate years the competition was held at Kingston. A. Berry and J. Sumner won the Siamese Race for the fifth time in succession. E. Gregson was the only child to repeat a win but this time in an older age group.

L. Hunt won the Works 880yds and One Mile races. The Northern Counties Champion, J.S. Oldham, easily won the high Jump. Miss M. Hocking continued her run of wins in the Ladies 80yds (1931-34). She was second in 1930.

**1935** Fine weather contributed to the success of the Sports Day on July 6<sup>th</sup> but the competition was just as hot with one competitor competing a week before his entry in the A.A.A. Championships. J.S. Oldham had a heavy penalty (10 inches) in his speciality but he still managed a clearance of 5' 11". Schools from Leyland, Farington, Lostock Hall, Penwortham and Bamber Bridge took part in the relay races.

Pupils from the Day Continuation School put on a display of physical culture under the supervision of Mr H. Elkington. A Mr Forsyth, who was the Company's agent in Egypt, presented a trophy for the winner of the One-Mile Run. The first winner was F. Crompton.

There were 58 competitors in the Bowling Competition, which was won by H. Holmes. Prizes were presented by Mrs A. Watkinson and in the evening the Leyland Prize band played for dancing outside.

**1936** The event was held on July 4<sup>th</sup>. A new cup, presented by Mr A.A. Liardet, to be known as the General Manager's Cup, was competed for among the boys under 18 with the winner being the one scoring most points in under 18 events.

There were three winners---E. Jones, N. Aspden and F. Coates. The guest starter of the Works One-Mile Run was Don Eduardo Valasco, the Company's agent in Madrid. Mrs C. Warwick Wroth, wife of the Stockport General manager, presented the prizes. Kingston again proved to be better in the inter-works competition winning by 28 points to 22. The Referee was Charlie Lockwood, one of the winners in the first Sports in 1921.

**1937** This year held on July 3<sup>rd</sup>, on a fine day, which attracted a large number of spectators. Entries for the boys under 18 events for the General manager's Cup were so large that eliminating events were held on June 25<sup>th</sup>. Other popular events with good entries were the Members Wives Race and the races for children. During the interval the apprentices gave a display of gymnastics. Unfortunately the results of the day's proceedings have so far been unobtainable.

**1938** A good number of spectators enjoyed fine weather on July 2<sup>nd</sup>. F. Coates won the General Manager's Cup, which he had previously shared in 1936. J. Billington who would still be competing in the Sports in the 1960's won the Works One-Mile Run. He was a stalwart member of the Athletics section, a Centurion (walked 100 miles in under 24 hours) and secretary of the walking section. Jack Higginson was still officiating as one of the timekeepers and D. Burke continued with his starting duties.

An unusual development in the Works 220yds Handicap Race was a dead heat between M. Lowe and H. Burns. Kingston once again won the inter-works competition. Mrs. E. Hoggard presented prizes.

**1939** The last Sports Day before the outbreak of war was held on July 1<sup>st</sup>.and again saw a repeat victory in the General manager's Cup for F. Coates. He won prizes in six individual events ranging from 100yds to 880yds and the Long Jump! Mrs J. L. Smithies won the race for Members Wives and Miss D. Smith overcame the opposition in the Ladies 80yds.

A special event was an exhibition Two-Mile Walk by C. H. Heaney of Lancashire Walking Club who completed the distance in 14 min. 35.4 sec, well inside standard time. Major H. E. Hackett of Ribble Motors presented the prizes.

**Sources;**

Leyland Torque  
Once A Month  
Chorley Guardian and Leyland Advertiser.

**EDWARD ALMOND.**





*An article which appeared in the Summer 1959 issue of Omnibus - the magazine of the Leyland Motors Day Continuation School, held at Balcarres Road, Leyland.*

## ADVENTURE ON WHEELS

Since the Preston by-pass was opened, hardly a day has lapsed without some comment on it in the papers. I do not propose to comment on the misfortunes that have followed the opening of the motorway, because this article is about the realisation of a personal dream.

In the autumn of 1956 I well remember watching the pile driving operations in Salmsbury Bridge, and as I watched I promised myself that, when the road was completed, I would cycle along it. That dream was not to be realised for two years.

First of all, let me give you a brief guide to the motorway. The southern approach begins on the A6, a few hundred yards past the Old Hob Inn at Bamber Bridge, on the Preston - Chorley road. Its northern approach is situated half a mile south of Broughton. The length of the Motorway is 8¼ miles, and it has cost nearly £4 millions.

It was scheduled to open in June 1958, but because of an atrocious winter, and an even worse summer, it was not opened for another six months. On 5<sup>th</sup> December 1958 the official ceremony took place - the opening performed by the Prime Minister. This story concerns certain events, which took place a few days previous to this date.

Monday, 1<sup>st</sup> December was the day I chose. I rode to work on my bicycle, and work was followed that day by a two-hour session at night school. I left the school at 8, still clad in my overalls, and rode off as usual to Lostock Hall. The night was cold and misty, and very near to freezing. On my way I chatted with another cyclist, and told him of my plans. "*But the motorway isn't opened,*" he protested. "*And anyway - cyclists aren't allowed on it*". "*Yes, I know,*" I said and with that remark I left him at Lostock, and turned right for the great adventure.



A short, brisk ride brought me to the southern approach. Here a gigantic roundabout terminates the motorway's unbroken run of eight miles. Large road signs indicate traffic which are not allowed on the road, among them - bicycles!!

Unperturbed, I waited until the road was clear of traffic then passed through a maze of signs clearly stating that the road was closed. Being forewarned about a certain trip-wire, which lay across my path, I halted and then carried my bicycle over it and resumed cycling. I could not risk riding with the lights on so I turned them off. Dampness seeping up from the road made my feet numb, but I soon settled down to steady speed.

The road was perfect for cycling and despite the cold I enjoyed it. A slight gradient up to Higher Walton made me change down to second gear. After that it was downhill to Salmesbury.

Then in the distance I saw two red spots, and on drawing closer saw they were braziers, each with a night watchman. One of them was stoking his brazier as I crept past. I thanked my lucky stars my bike was well oiled.



The next obstacle was the biggest of all. The bridge, which spans the River Ribble, also spans the A59 to Blackburn. The road, although surfaced, was still not completed. In the gloom I narrowly missed large paving stones for the central verge. Once over the bridge one is faced with the task of climbing out of the river valley up to Red Scar. The gradient here is 1 in 25. I changed down to second gear again.

When I reached the summit the familiar Courtauld's cooling towers came into view. After this the road starts to descend, and much to my relief I had a pleasant spell of freewheeling. Everywhere around me remained quiet and still as I picked my way through the roadmen's equipment. Diesel road rollers and other vehicles stood silent by the roadside, then further up the road I heard voices. As I drew nearer I realised they were coming from a watchman's caravan parked on the central verge. Beams of light cast brilliant illuminations across the road. I ducked under these and just kept going, hoping I had not been seen or heard.

A further two miles brought me to the Broughton terminus of the motorway. I was thankful to be off the M6 and on my way home. The time taken for the run was just 40 minutes.

Three nights later, on 4<sup>th</sup> December, I was persuaded to do the run again. This time I made the trip with a fellow cyclist from the Broughton end. This time the motorway presented no problems. It cost me rather a bad eye, though, for the damp weather and the fog left me with two, burning sties.

**ERROL SIMISTER. ( contributed by Joan Langford)**



## **PATCHWORK – THE HISTORY OF LEYLAND’S LANDMARKS**

Last year your Chairman was approached to write the story behind the patchwork pictures that had been put together on a quilt to commemorate the millennium. This now hangs in the entrance hall of the Civic Suite at the Civic Centre in West Paddock. Below, together with a photograph of the quilt, I have reproduced the notes I made about the individual scenes.

### **Roundabout with Leyland Methodist Church**

The Roundabout was constructed with the dual carriageway of Churchill Way in 1966; to enable the increased traffic to negotiate Gas works corner. The old Methodist church was demolished in May 1982, together with the School in order that the present church could be constructed. This opened on Saturday June 18th 1983.

### **Eagle and Child**

One of Leyland’s oldest inns, the Eagle & Child’s role as a public house dates from 1753, the innkeeper being William Cooper, the pub then being known as ‘The Holy Lamb’. By 1786, according to the Quarter Sessions records of Innkeepers that year, the landlord was a Nicholas Plaskett.

The original building dates back to the cottage built on this School Hillock site in 1749, although the main body of the public house probably dates from the 18th Century with some 19th Century additions. It has been suggested that part of the premises were reputedly used as Leyland’s Court House with the cellars being used as holding rooms for offenders, though it has not been possible to confirm this from any documentary evidence.

### **Leyland Market**

The new market place, opened on December 4th 1970, replaced the former site further down Towngate. The shops demolished in this area included Heatons Ironmongers situated on the corner of Church Road.

### **Worden Park Gates**

These were built to the design of Anthony Salvin following the imparkation of Worden by the Faringtons and the completion of the boundary wall. Like the hall itself, the lodge and gates are Grade II listed buildings.

### **St Mary’s Catholic Church**

Following the vision of Father Fitzsimons, the unique circular church designed by Jerry Faczynski was built between 1961 and 1963 on the site of Broadfield House. John Turner & Sons of Preston built the church. The architect’s clerk of works was Joe Walmsley, a parishioner who had been the head altar server in his youth.

Archbishop Beck of Liverpool opened the church on 4th April 1964 and this then enabled the old church in Worden Lane to be closed. The church has recently been nominated by English Heritage as a post war building worthy of obtaining listed building status as Grade II listed.

### **Leyland Cross**

The village cross, which stands in the middle of the road at the junction of Towngate and Church Road, about one hundred yards west of St Andrews Parish Church, probably dates back to Saxon times and is the oldest construction known to exist in Leyland. There were four steps, though the shaft and cross have been replaced many times after numerous collisions with different forms of transport.

### **The Roebuck**

This public house is built on the site of the oldest pub in Leyland, its previous name prior to 1824 being "The Stag". Many local families have been involved in the running of the pub including the Critchleys and the Iddons until Whittle Springs Brewery took over the public house. This was the venue for the Worden tenants dinners.

### **St Andrews Parish Church**

The church is said to have been built in 1050. In 1086, it was recorded in the Domesday Book that among the inhabitants of Leyland there was a priest, who would no doubt have a place of worship. In 1220 a new church was built and the chancel of this church still stands today.

### **Fox Lane Step Houses**

Until about 1845, there were houses only on the north side of the road, which were described in early documents as the Friendly Society Houses. When the society was formed in the late 1790's to build the hand-loom weavers step houses on the north side of Fox Lane, the field strip was purchased from George Bretherton, of the Bay Horse Inn. The society then went on to build the properties in a series of blocks until they numbered twenty-six in total. The step houses were essentially two up and down cottages built over loom shops. As the home weaving industry declined, the cellars were often sub-let to poorer tenants.

### **J Fishwick & Son**

John Fishwick founded the company in 1907 as a road haulage company. The first vehicle was a steam wagon made by the then Lancashire Steam Motor Company that later became Leyland Motors. The vehicle was used to haul rubber from Leyland to Liverpool or Manchester at a stately speed of eight miles per hour.

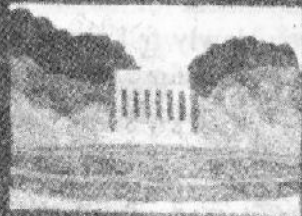
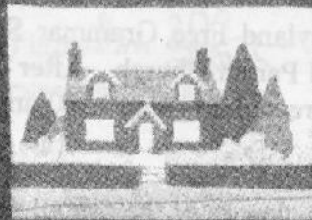
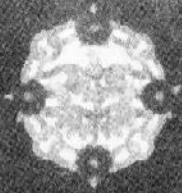
John Fishwick started a Saturday only passenger service in 1911 from Eccleston to Preston via Croston Road. The fare to Preston was nine pence from Eccleston, sixpence from Seven Stars and Earnshaw Bridge and three pence from Tardy Gate. The vehicle used carried goods during the week and the bus body was substituted at weekends.

In 1920 the firm bought their first twenty-seater omnibus with solid tyres and acetyline lamps. This purchase enabled them to introduce a service to Chorley and subsequently take over other smaller local firms and services. By 1930 the fleet had risen to twenty with around sixty public transport and road haulage staff.

### **Magistrates Court**

The Magistrates Court was built in the early 1970s to replace the old court in the old Chapel Brow Police Station where proceedings had previously taken place.

# Leyland 2000



### **100 Fox Lane - Farington Alms house Trust Cottages**

A group of five Grade II listed cottages dating back to 1852, when to ensure that enough funds were available for the provision of the alms houses. The Misses Farington built three houses on land adjoining the alms houses and assigned the rents of these for ever to the alms people.

In 1866, the two sisters built another two houses and donated the rents of these properties also. The group consists of top end detached cottages with a central terrace of three cottages laid out in a formal symmetrical pattern that has changed little over the years.

### **The War Memorial**

The memorial was built in 1929 after raising the £1295 required by public subscription. The names of the men who fell in the Second World War were added, with the unveiling ceremony being held on Sunday September 16th, 1951.

### **Leyland Festival**

The Leyland May Festival of Wednesday 29th May 1889 was first intended as a children's fete, to revive the fast dying observance of Royal Oak day. It was arranged by the Sunday School teachers of the Parish Church.

The Festival was usually fixed for the last Thursday and Saturday in May. It was held annually from 1889 - 1936, with an exception of a two years break in 1901-2, and four years during World War 1. It was revived in 1951, to celebrate the Festival of Britain and the official opening of Worden Park. The current Festival started in 1966 organised by Round Table though now a Festival Committee arranges the event on the first Saturday in June.

### **The Old Grammar School**

The former Leyland Free Grammar School stands at the northeast corner of the churchyard of Leyland Parish Church. After being established in the church in 1524, the present building was erected between 1580 and 1620, the schoolmaster's house was added in 1790.

Following the closure of the school in 1874, the building was offered for sale and was purchased by John Stanning, who then gave the building to the church. The Charity Commissioners gave the proceeds of the sale and an endowment of about £20 to scholarships at Balshaw's Grammar School. The building then slowly fell into disrepair until the 1970's when plans to demolish the building to use the space for a car park were overturned and the restoration of the building began. It was reopened on 7th December 1977 as the South Ribble Museum and Exhibition Centre.

**PETER HOUGHTON**

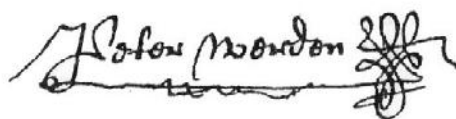
## WORDEN

### ANCIENT MANOR -- ANCIENT SURNAME

In the early Middle Ages when the population began to increase, to distinguish one John from another John, it became necessary for the adoption of a second or surname. Many types of surname arose but particularly in the north of England, surnames commonly were locative in origin that is a place name was adopted as the second name and of course most of these surnames have survived to the present day.

In our own local area one particular name, both as a place name and a surname can be encountered almost every day; namely that of Worden. We have Worden Hall (both Old and New), Worden Park, Worden Lane, Worden Medical Centre, Worden School, Worden residents etc. The remarkable fact is that, with a very minor exception in Devon (and that arose in a different way) Leyland, Lancashire is the only place in England which in early times had a place name Worden which gave rise to the equivalent surname. Ekwall's Dictionary of English Place Names gives the origin of the name Worden as derived from two Old English (i.e., before AD 1050), words ---Wer- a weir or dam and Denu- a valley. This is consistent with the topography of its location.

Here is the first stumbling block in my thesis; the Old English origin ought to have given rise, not to the modern place name and surname Worden but rather to the name Werden. Well it did just that, and an explanation is needed. The study of surnames is obviously of vital interest to the Family History fraternity and has given rise to many one-name studies and associations. However, I have been unable to trace in England any such Worden association. In the United States the position is quite different, with the existence of a thriving Worden Family Association of over 200 members. It correctly traces its origin to the emigration in 1636 of Peter Worden (Werden) father and Peter Worden (Werden) his son from Hole House, Clayton, to Cape Colony (now in Massachusetts) and almost all American families of this surname are the descendants of these emigrants.

A handwritten signature in cursive script that reads "Peter Worden". The signature is written in black ink on a white background. The name "Peter" is written in a standard cursive, while "Worden" is written in a more stylized, flowing cursive. There is a decorative flourish at the end of the signature.

In studying the incidence of early local surnames we are greatly handicapped by the absence of any Leyland Parish Register before 1653. As a compensation, we have available the wonderful series of the muniments of the Farington of Worden family (LRO-DDF). I examined very many of these, either the originals or in the form of calendared transcript abstracts, which I consider to be accurate reproductions of the original documentary spelling, covering the period of the 14th, 15th and 16th centuries. As might be expected, the name Werden is mentioned very many times and appears in many variants, Werden, Werdin, Wyrden, Weredin, Weredyn, Werdon, Weredon, and Wearden. These differences are minimal and the intention is clear, they are scribal variants of WERDEN not WORDEN. The latter spelling only appears in the second half of the 16th century.

It is time to say something about the manor and hamlet of Werden. It was quite small, whilst it varied in size by additional purchases over the historical period, it may be considered to be of about 200 acres in extent. Its importance outweighed its size and pre-Norman Conquest it was the "caput" or head place of the large Leyland Hundred. It lay to the east of what is now the A49, but separated from Leyland itself by freeholdings with a different history. Later on the manor of Werden was incorporated into Leyland Manor and thus it accounts for the present "bulge" of South Ribble in between Clayton and Euxton, both in the Borough of Chorley.

Werden manor enters written history (LRO-DDF 2306) in the fourteenth century when William Bussel granted, "the Hamlet of Werden to William of Anderton of Euxton and Ysabel his wife". The Andertons held Werden for nearly 200 years and because the Faringtons of Farington later bought it, many Anderton archives survive in the Farington of Worden muniments (LRO-DDF), to which I have already referred. Of these documents the most relevant to the present account date between 1500 and 1600. The Faringtons of Farington and the Andertons of Werden and Euxton had already intermarried and in 1534, (Sir) Henry Farington (1471-1551) bought Werden from the Andertons. By sad and complicated circumstances Werden instead of Farington became the headquarters of the Farington family.

By other circumstances, on the death of Sir Henry the estates passed to William Farington (1537- 1610) his son by his second marriage. For the present study a substantial document (DDF 52), dated 1569, records a survey of the extent and rents of the estates of William Farington Esquire, including "that Capitall mansion house called WORDEN" and the demesne lands of the Worden manor. There is reason to believe that this is the earliest surviving documentary reference to this new spelling of the name, which is absolutely clear in the document.

Who wrote this document? Well, it certainly was not William Farington himself, we are very familiar with his tiny idiosyncratic handwriting and indeed several pages of this occur as an addition later (exact date unknown) in the same document, amongst which very significantly he writes the name of a tenant - one John Worden! It would seem possible that the writer of the main document was his steward, but it certainly would have had to meet with William's careful scrutiny and approval. Therefore by 1569 the name WORDEN had come to stay and in the documents begins to supersede but not eliminate Werden, presumably nothing happened to the verbal use of the name as both spellings are pronounced exactly the same.

But why did the spelling of the name, change (vowel alteration WE > WO) so abruptly? It does not fit well with a process of evolution. Rather I feel that it was a top-down institution, we need to look at William Farington's background.

William was an Oxford educated man, admitted to the Middle Temple in 1555 and although he never practised as a barrister, he was no stranger to the courts. Nearer home in 1561, he became Secretary to the Earl of Derby and from 1586-1591 was Comptroller of the Derby Household, he is later known in local history as "the Old Comptroller", although even in the latter year he was only 54 (but a goodly age for the period, he was aged 73 when he died). I recount these details to illustrate how in the period of the name change he was exposed to a wide spectrum of people and places, e.g. London and the Derby household, so far different from his own birthplace.



It was an age of fluid changes in the speech and the written word of the nation. William was not averse to change, he even altered the family heraldic crest and motto!

I believe that somewhere in this exposure he became addressed as "William Farington of Worden" and adopted the style. In the local area of Leyland, with a strong character as Lord of the Manor and because of the limited number of literate people, (who would include the priest) it would be very easy for the changed spelling (including its use as a baptismal surname) to become self-perpetuating.

To develop the thesis, I believe that all present people and places with the name WORDEN owe its spelling to William Farington of Worden (1537-1610)



#### **SURVEY OF SURNAME INCIDENCE**

	Current telephone directory Preston area	USA Worden Association Historical collation. (1637 to present)
WORDEN	55	1327
WERDEN	0	75
WEARDEN	17	0

#### **Acknowledgement**

To Susan Maria Farington (1809-1894) in her "History of the Faringtons", for biographical information about her ancestor William (1537-1610).

**G. L. BOLTON**



## MEMORIES OF LEYLAND - PART THREE

### Cricketing Days and Others

Even though I had little talent at cricket I was passionately interested in the game. I played regularly with friends; I made up cricketing games to play on my own; I bought cricketing annuals and I was a member of Leyland Cricket Club on Fox Lane. My uncle, Bill Jolly, was on the Committee and was asked on occasions to umpire matches in the Northern leaguer to which Leyland C.C. was affiliated. My brother and I, for a period, acted as scorers for the Second XI and travelled to all the league grounds, sometimes returning home in the early hours of Sunday morning.

In my early days at the club several characters spring to mind—the club's professional, Les Warburton, Granville Vause, late Head teacher of Broadfield Junior School, the Milnes brothers and Peter Brough. For me cricket, as a spectator sport, will always be the one-day game. It was all action with an emphasis on achieving a result. The county game, over three days, held no special appeal. However, I did pay one visit, which my brother helped to organise whilst at Preston Catholic College, to Old Trafford for the Lancashire match against the visiting Pakistani Tourists. The Pakistani fielding was excellent and I particularly remember one player chasing after the ball, stopping it close to the boundary line and throwing it between his legs to a colleague who immediately turned and deftly threw the ball to the wicketkeeper.

At the Fox Lane Ground, on Saturday, we would eagerly await the end of the game so that we could have an opportunity to play at the bottom end of the ground bordering on Worden Park. Among those I remember playing with were John and David Bamber and Peter and David Wareing. The latter would both eventually play for the First XI.

During the week we would practice at the ground and I recall playing there on May 6<sup>th</sup> 1954, when one of our friends casually announced that Roger Bannister had just broken the four minute barrier for the mile. It seemed unbelievable at the time. It was also unfair, as this was one of my secret ambitions along with being the first to climb Mount Everest and to be the first man on the moon.

To get to Fox Lane we would walk down Westgate and turn into the ginnell leading into Spring Gardens. At the bottom of Spring Gardens was another path, which led to Cow Lane. Cow Lane stretched from Towngate through to Broadfield Drive. It was a track lined with hedges, which gave way to a brick wall. This had collapsed in places and behind it lay the Bleach Works Grounds. It was a forbidding place and I think I only went into the woods twice. The wall has long since gone though one section remains between Nursery Close and the driveway to the rear of St Mary's Church. The track by the side of the Church is the old Cow Lane but renamed Broadfield Walk. However, the slope leading to Stanning's entrance does not seem as steep. Much of Cow Lane has vanished with recent developments but there is still a section that can be traced close to the Leisure Centre.

Once in Cow Lane we took a narrow pathway, lined with hedges, which twisted and turned at both ends. This led out onto Fox Lane by the end of the long row of ex-handloom weavers' cottages.

On one side of this narrow track were allotments and on the other a wood, a field and Woodlea Junior School. The wood was often used as a short cut, which took us through the field, and on to Forest Way. We used to play on the field, which had an entrance gate off the narrow pathway between Cow Lane and Fox Lane. It had been planned, at one time, to build the new St Mary's Secondary School on this site but an alternative site was eventually chosen on Royal Avenue.

We never ventured along this track alone at night. There were no lights and we were afraid of the Bogey man. Even when there were two or three of us we would run along the pathway as fast as we could.

The Bambers and Wareings lived on Fox Lane so the field was handy for cricket practice when the Cricket Ground was unavailable. There was always the danger of hitting the ball over the railings separating the field from Woodlea School. However there were foot rests in the railings to enable people to climb over. One had to be careful and pretty agile to avoid trousers or other articles of clothing being caught on the top of the railings.

It was on May 2<sup>nd</sup>, 1955, after a cricket practice on this ground that I returned home to Towngate, with my brother, to learn that our grandma Jolly had died suddenly. That morning she had been walking in the "backs."

The "backs" was a favourite place for cricket games. I would spend hours with a bat hitting the ball against the outside wall of the toilet. If I missed the ball I was out. An innings would last until I missed eleven times and all the players were out. There was many a dour struggle fought in the backs between England, Australia, West Indies, India and South Africa. Sometimes the game was made more difficult by restricting the area where I could hit the ball. Part of the wall had been bricked up. Here there had been a hole which probably had a cover and through which coal was tipped. Or was it for another purpose?

Westgate was still a cul-de-sac and the road terminated where the firemen's houses are now built. Further progress was made via a narrow hedge-lined path, which led on to Cow Lane. Part of the path can still be traced at the corner of Westgate and Broadfield Drive. We would turn right along Cow Lane and emerge at the entrance to the Bleach Works. We then continued along Broadfield Drive and into the field at the left-hand side. Here there was a pond where we would try to catch sticklebacks with a net or jam-jar. Nearby was another narrow footpath, which skirted the Bleach Works and led out onto Mill Lane off Leyland Lane. It was a path you avoided at night if you were on your own. I believe this path was a continuation of a footpath that originated in School Lane where Yewlands Drive is now. My Auntie Winnie used to tell me that there was a Boggart along this path and that my mother had been scared of walking along it at night.

The fields along Broadfield Drive were gradually being taken over for Council House Development. I began to know the area quite well as I used to deliver evening papers for Jack Thacker. One round covered the Towngate area, Westgate and the Broadfield estate. Another round was the newly developing Wade Hall estate off Fox Lane. Because I attended school in Preston I was unable to have a morning round but for a while I did a Sunday round after first attending the 8 o'clock Mass at St Mary's Church in Worden Lane.

## E. ALMOND

## THE SURVIVING MEDIEVAL PARTS OF ST ANDREW'S PARISH CHURCH, LEYLAND

### Brief History

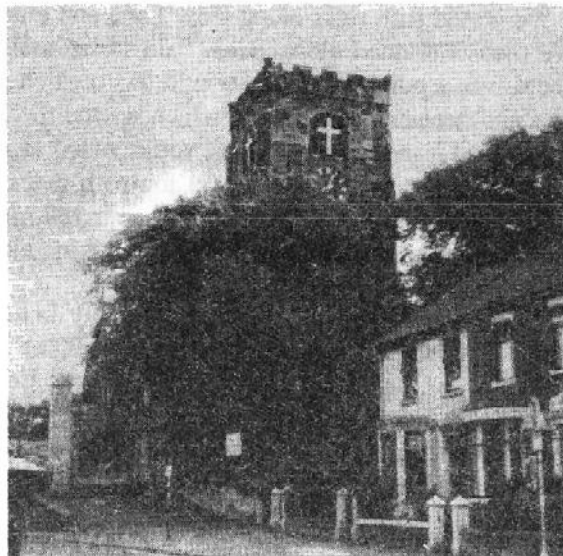
Before I go into any detail about the medieval architecture of Leyland Parish Church, I will briefly explain about its history.

The Victoria County History Volume Six says the church and some land was given to the monks of Evesham Abbey in Gloucestershire by Warine Bussel, Baron of Penwortham (the church was not officially annexed to Evesham Abbey until 1332.). His son Richard enlarged the church in the first half of the 12<sup>th</sup> century (Richard's brother Arthur is mentioned in a charter concerning Penwortham Priory.) Albert's wife Lettice gave two oxgangs of land near to the River Lostock to the church a few years later.

In June 1330, the monks applied to King Edward III for a licence to build a rectory. The King granted the monks permission, as did Pope John XXII, who ordered the Bishop of Lichfield that at the next vacancy of vicar the rectory should be transferred into the care of the Abbot of Evesham. Each new vicar would share the care of the rectory with the abbot, and would be in sole charge of one oxgang of land, tithe free. The vicar would have to pay Peter pence and other charges to the abbot, but the monastic community at Evesham paid for all other charges.

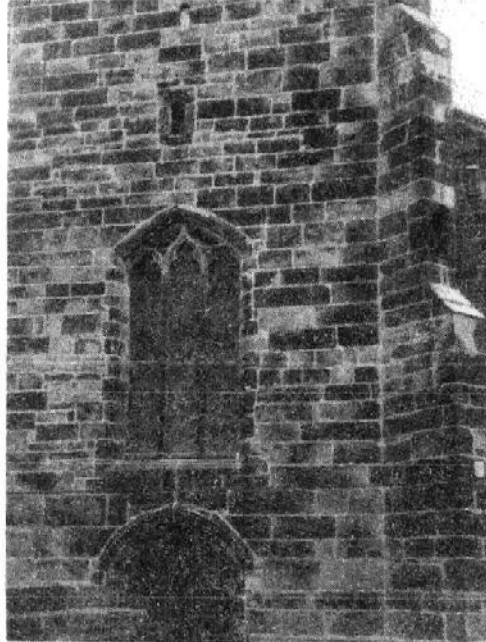
### History of the Building

There has been a church on the site since c. 1220, but none of this church survives. The oldest (and only!) surviving parts of the medieval church are the tower and the chancel. The chancel is thought to date from around the 14<sup>th</sup> century, and the tower is thought to date from the late 25<sup>th</sup> to early 16<sup>th</sup> century (hence the carving of the four leafed flower and a woodcock under the parapet of the battlements, referring to the priest during that period named Seth Woodcock (Vicar of Leyland 1494 – 1516). The nave is not the original nave. The original nave was demolished c.1815 to be replaced with the current nave in 1817. The history of the building will continue with the photographs.



1. *The Tower from Church Road.*

The inside of the tower is 16ft. 6in. square. The exterior has carved statue niches and gargoyles. Medieval people believed that the gargoyles would scare the devil away from the church, and the statues reminded worshippers that they were entering the house of God.



2. Statue Niches – Detail.

The best example of the niches is above the West Window. This photograph also shows the West doorway. In medieval times the West door was the main entrance into the church. Having come through the doorway, the medieval worshipper would then ascend five steps into the nave, giving the church a much more dignified effect. The West window would have been one of the two main sources of light, the other being the East Window. The church was probably a very dark place, only being lit by these two windows, a few side windows and a few candles.



3. Medieval Chancel & East end of 1817 nave.

The chancel dates from the 14<sup>th</sup> century. It is built of gritstone and its dimensions are:  
Length: 39ft. 3in.                      Width: 18ft. 4in.

The East Window is gothic in style and consists of three lights with three chamfered mullions at the top. Photograph six shows that this window may be a smaller insertion of an older and larger window.



4. *The old priest's doorway.*

This doorway, which is now blocked up, was needed because the old rood screen, which separated the nave from the chancel, could only be unlocked from the chancel side.



5. *The gothic chancel arch*

I am not too sure about whether the arch is medieval or part of the 1817 rebuilding.



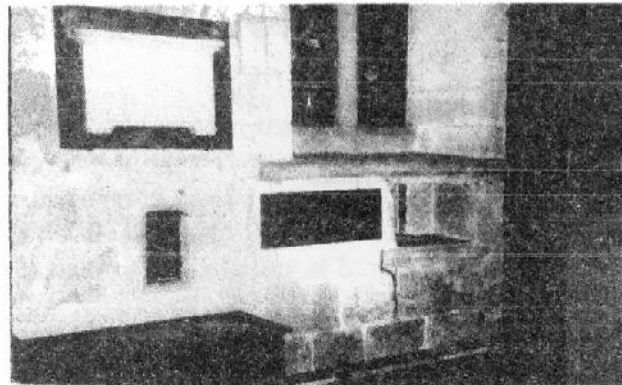
6. *The chancel in greater detail*

You will notice that the arches are only on the North (left) side. These arches are medieval, and the vestry is more modern, so there may have been a side aisle or chapel there in medieval times. Also observe the stonework above the window showing the possibility that the window may have been larger.



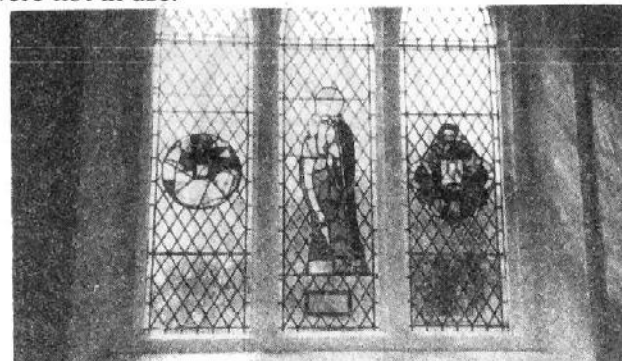
7. *The sedilia - South wall of chancel*

The sedilia was a group of seats used by the priests during medieval times. The reason the sedilia had four seats (one is behind the chair) is because a number of priests usually served one church – Croston Parish Church had about a dozen priests serving it at its largest.



8. *The piscina & aumbry – North wall of chancel*

The piscina, to the right of the picture, was used to wash the sacred vessels during the Mass. It often had running water and a drain (the drain can just be seen in the picture). The aumbry, to the left of the picture, was a small cupboard where the sacred vessels were stored when they were not in use.



9. *The only surviving medieval stained glass at St. Andrew's*

This shows a figure (possibly Christ) and two smaller scenes on either side. They may have come from elsewhere in the church or were in the pre-1817 nave.

## Inventory

This inventory tells of the sort of items that a medieval church possessed. It dates from 1552, which is after the Reformation, but many northern churches did not take kindly to the Reformation so some of the goods may be pre-Reformation. This is from St. Andrew's and a copy can be seen at Leyland Museum.

Four great bells  
One chalice of silver  
One suit of vestments of black and red silk with birds of gold upon the same.  
One suit of vestments in blue silk.  
One cup  
Two comporasses (1) with cases  
Two altar cloths  
Two candlesticks of latten (2).  
One pair of censers of latten.  
One old cross of brass.  
One little bell called a suckering bell (3).  
One crust.  
One Bible

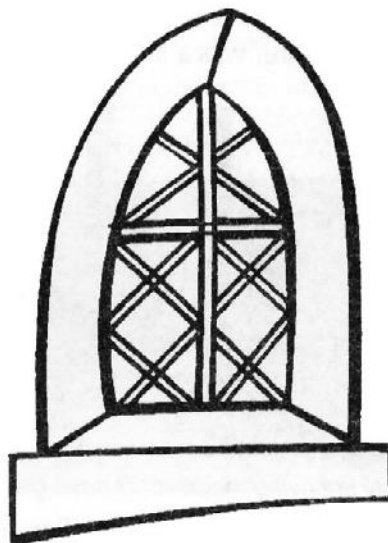
## Glossary for inventory

- (1) A small cloth used during Mass
- (2) A kind of brass alloy.
- (3) A sacring bell rung during Mass.

## Bibliography.

The Victoria County History Volume Six, pages 4-6  
Leyland & South Ribble Museum (Inventory)

**JAMES MAWDESLEY.**





## FARINGTON NAPHTHA WORKS

Looking at old maps of the area I came across Farington Naphtha works and on up-to-date maps there is still a Naphtha Lane, Naphtha Cottage and Naphtha Farm. (*note the misspelling*) but what of the works?

It appears that its history/story has never been recorded and as there are very few people still alive who actually remember the Naphtha works, it seemed to me to be important to research and record this bit of local history as soon as possible.



*South Ribble Borough Council  
road sign*

On 25<sup>th</sup> May 1815 a group of Preston 'worthies' met to discuss the possibility of building a works in Preston to provide gas for the mills and lighting for the streets of the town.

A Samuel Clegg had recorded that, "*in 1805 he had built his first gas apparatus at the cotton mill of Henry Lodge Esq. near Halifax, and in 1806 lighted his dwelling house.*" He had also discovered that he could purify the gas by adding lime into the tanks in which the gasometer floated. In 1811 he built a gas works for the great mill at Dolphinholme (near Lancaster) and another at Stoneyhurst College.

Thus it was, after some difficulty in finding the right site, that in 1816 Clegg's Preston Gas Works, built on land at the bottom of Main Sprit Weind, began production, and the Preston Gas Light Company was officially registered. ***This was reputedly the first such Company formed outside London.***

It was reported that "*the use of hydrogen gas produced from coal, instead of that which is emitted on the combustion of oil and tallow, would provide a considerable saving to the town by suffering shops, Inns, private houses, etc. to be lighted by the same gasometer, on payment of annual, quarterly or monthly contributions*". (*Preston Gas Light Co. A story of Faith and Determination by K. Eastwood.*)

By the 1830's the Company was selling its (waste) coke to the public, but it was not until the 1840's that the cleaning of the gas and the removal of residuals or bi-products was looked into. In 1844 a method of removing ammonia was introduced which led to the production of sulphate of ammonia - with the intention of selling it to local farmers as fertiliser.

With the production of bi-products from the gas becoming a much larger part of the operations of the Company, and the fact that the Railway Companies were unwilling to carry ammoniac liquids and tar, the Company decided, in 1853, to build a Tar Works at Farington, in order to deal with it themselves.

The site chosen was 2 acres of land off Chain House Lane at Whitestake. The works were built out-of-town to avoid any problems (e.g. pollution, smell, noise) in Preston itself, but also being at Farington Moss there would be a ready market for the bi-products, with the many market gardens in that area.

In the original deeds for the purchase of the land, the document shows that it had been part of the estate of the late Colonel Lawrence Rawsthorne of Penwortham, who had died in 1843. Unfortunately, in fairly quick succession, all of the trustees of his Will and Codicil also died (including James Nowell Farington, Esquire of Worden Hall), and more had to be appointed. In 1853 the sole surviving trustee was Charles Orth Sedward, Esquire of Liverpool, and on 13<sup>th</sup> January 1854 he signed the deeds, officially selling the 2-acres of land from Colonel Rawsthorne's estate to the Preston Gas Company, for the sum of £210.0s.0d. In addition, the Gas Company took on the responsibility "*to contribute to the yearly stipend of £30.0s.0d. payable to the Minister of Penwortham Church; the yearly payment of £2.0s.4d. to the Bishop of Chester and 8s.0d. yearly to the Rector of North Meols*".

The 1893 O.S. map clearly shows a number of buildings on the site, including Naptha Cottage (which was the home of the works manager), the barn (where the 5 horses were stabled), and three wells. Naptha Cottage (*built in 1854*) was a typical, very tiny rural home with a kitchen (8 feet x 5 feet) and one living room downstairs, and a staircase going up out of the living room to two bedrooms on the first floor.



*Left – Naptha Cottage c 1976*

According to Fred Wilson (who lived on Naptha Lane for many, many years), the method used to transport the liquids to the new Works was by horse drawn vehicles. Every night the horses pulled the drags, (as the slurry-type wagons were known), full of the volatile liquids the 4 miles from Preston to Farington Moss. Having safely reached Chain House Lane the horses then had to negotiate their unstable loads down the narrow dyke-like (Naptha) lane – just 10 feet wide, with an unfenced drop into a field on either side – to the Works, where the contents were then poured into the tar wells. By day the horses rested in the stables, ready for their next night shift.

Preston Gas Light Company only operated the Tar Works themselves for a short while, before letting it to various other Companies, who then carried on the work of distilling the tar and manufacturing the naphtha pitch, etc.

*Naphtha is a term applied to several volatile, flammable liquids, obtained by distillation of various organic materials and used as a solvent for fats, gums and resins in particular, and also in the manufacture of varnishes and waxes. Crude naphtha (naphthalene) and solvent naphtha (used for dissolving rubber) are both distilled from coal tar.*

In some towns the coal tar bi-products from the gas works were emptied into tar wells and left - often leaking out and causing major problems. With the newly built tar works at Farington, it was hoped that much of this pollution problem would have been overcome, and the Company was, in fact, able to make money from its waste bi-product through the sale of the manufactured sulphate of ammonia and naphtha products.

Preston GasLight Company's "Book of Proceedings" (reports of annual and share meetings) shows an income from tar in 1870. of £1,417.12s.7d, which by 1878 had risen to £2,759.8s.5d. This presumably was the sale of the crude bi-product to the Farington works - a profitable business. LRO DDX 256/3

Naphthalene has a very characteristic smell, which, though not disagreeable, is evidently objectionable to moths and other insects, and naphthalene crystals were used in the manufacture of moth repellents - *how well I recall that distinctive smell in my father's (clean) sock box!* Naphthalene in liquid form was used in the rubber industry to make the rubber more pliable during manufacturing processes; in the paint industry (as a thinner) and was in great demand in the dye industry.

Unfortunately, it is not recorded how much of the Farington naphthalene found its way to the Leyland & Birmingham Rubber Company, to the Leyland Paint works, or to the local mills for their dye processes.

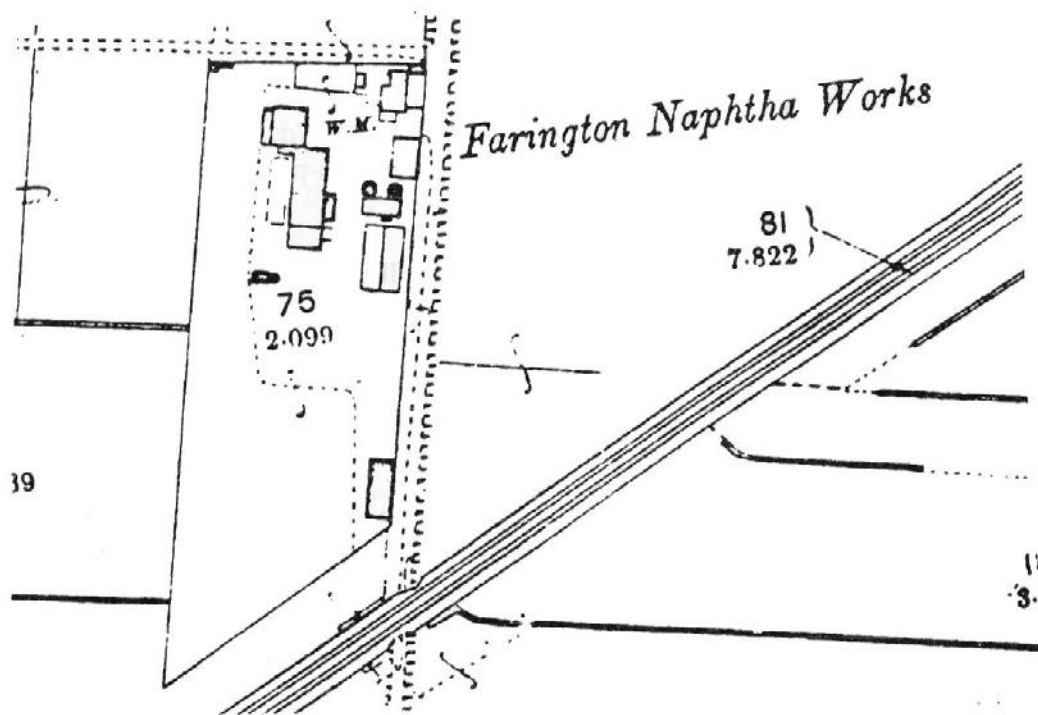
Liquid naphtha is very flammable and the turves cut on Farington Moss for fuel were dipped in naphtha to make them burn better. Naphtha, burnt through a wick, was used in lamps to provide light in such places as the smallholdings, market gardens and on market stalls. I have also been told, on very good authority, that many a cigarette was lit at the Rose & Crown by lighters filled with 'liberated' naphtha from the Golden Hill rubber works process! The siting of the Whitfire fire-lighter company in Farington Moss in the 1940's, a 'stones-throw' away from the old naphtha works, is, I am assured, a total coincidence.

The 1880 and 1885 Mannex directories of Preston & Districts show John Barrow as a Tar Distiller at Farington Moss, but by 1892 he was described as a manufacturing chemist at the naphtha works. The 1885 and 1889 directories also show Robert Eaton as the Naphtha Works Manager, and living in the tiny cottage at the works.

It is not clear when the tar works became known as the Naphtha works but in addition to the Mannex Directories of the 1880's, the Rev. Christopher Townson in his 1895 book "The History of Farington" also makes reference to the naphtha works.

*"At the present day there is very little peat left on our (Farington) Moss; it has been sold for fuel, and in recent years, since the process of dipping turves in naphtha has been largely practised at Whitestake, this has paid better than vegetable and grain crops will ever do.*

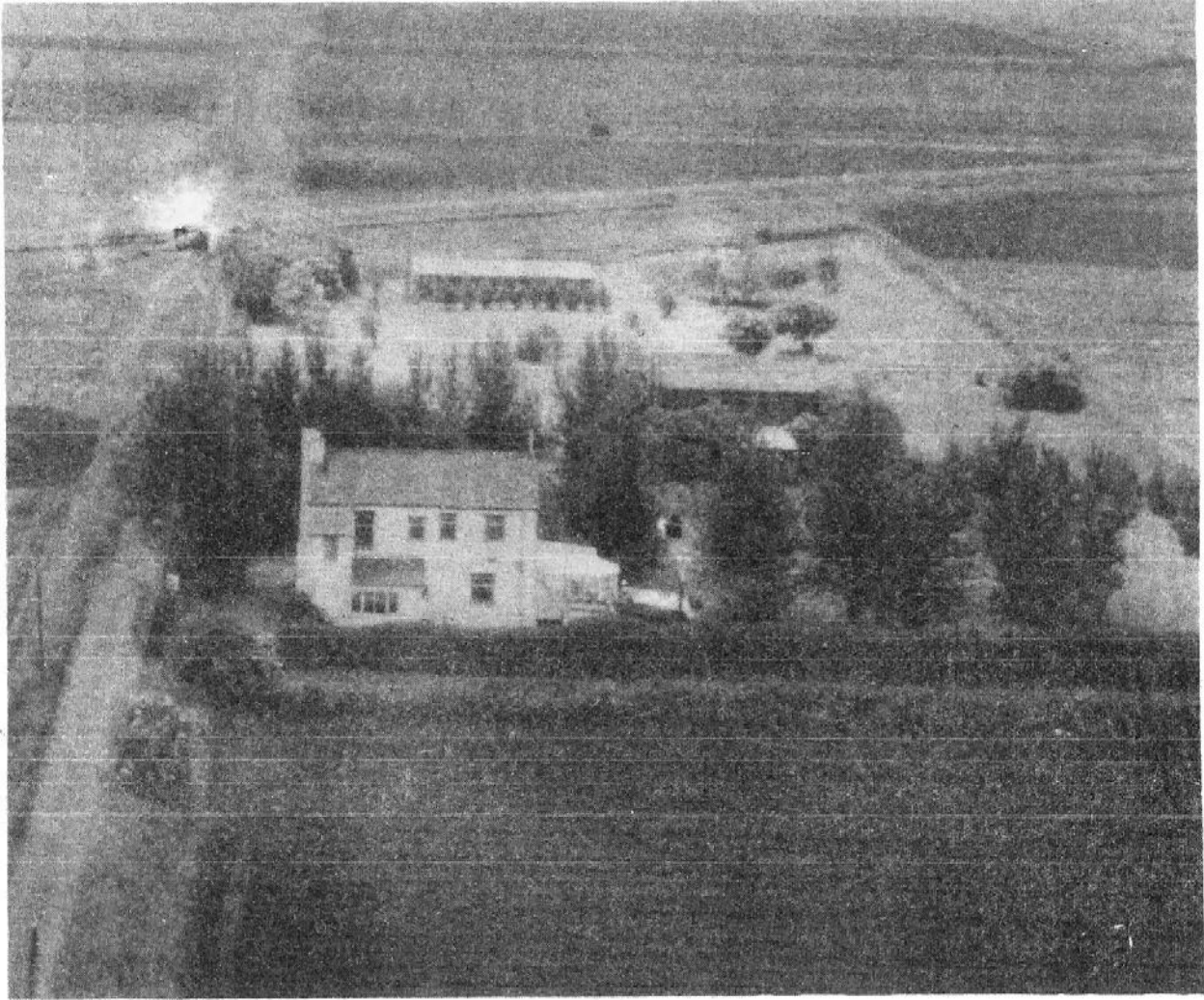
*A man I once visited in School Street had about as great faith in the air to be got on Farington Moss as anyone I have yet met. He was telling me that at one time one of his little lads was in a poor sort of way, so bad, indeed, that the doctor advised him to be sent away somewhere for fresh air. He sent him every day for a fortnight on to Farington Moss as far as the naphtha works, and at the end of that time he was quite a different lad; - it put fresh life in him altogether."*



1895 O.S. map detail of Farington Naphtha Works

The 1895 Ordnance Survey map clearly shows the works as Farington Naphtha Works, with a number of buildings on the site (*adjacent to a railway line whose Companies would not transport the liquids and tar*), right in the middle of the agricultural area. Naphtha Cottage is in the top right hand corner of the site.

By 1931 the Works had outlived their usefulness, and the peat for turves was exhausted, so the site was closed and sold to a Mr. Turner who lived there with his family for many years. When he moved in he discovered, in the garden, the three large tar wells which had been used to store the waste tar, still some residue of tar in them, and very large railway sleepers placed across the tops of them, presumably to ensure no-one fell in – a less than satisfactory situation. Mr. Turner worked at (Leyland Motors) Steel Foundry in Farington, and was able to persuade his managers to allow him to use some of the waste from the castings at the Foundry to fill in his wells.

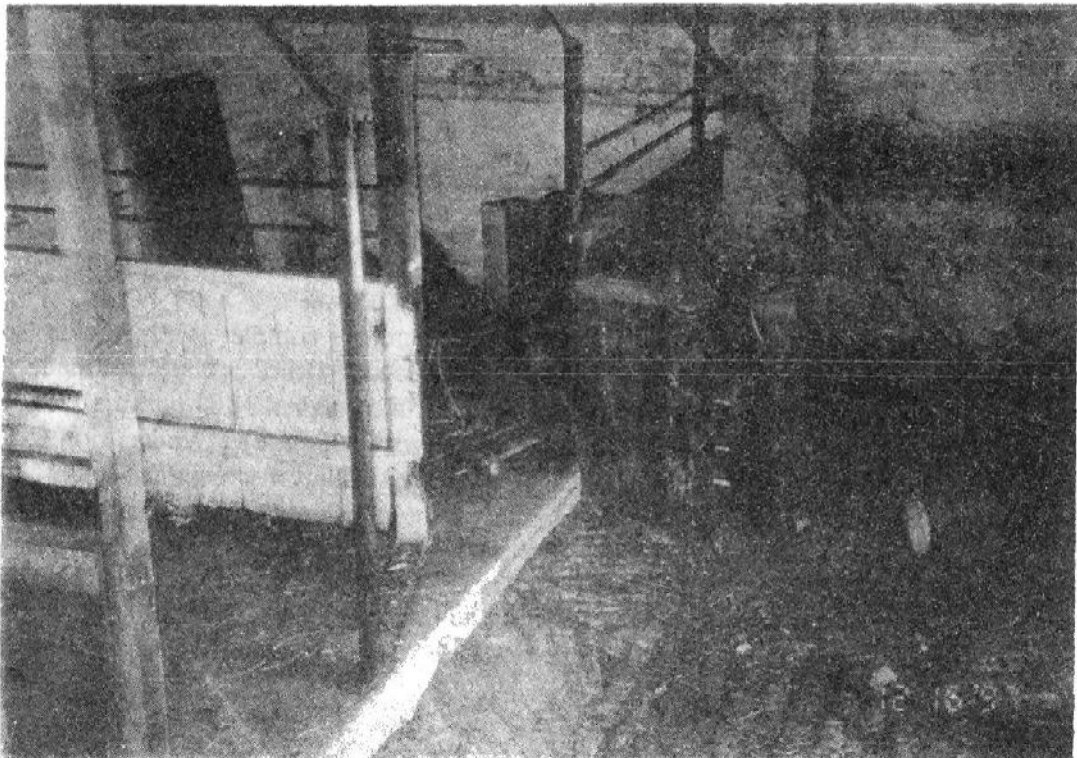


In 1976 Mr. & Mrs. Walton bought the 2-acre site complete with Naptha Cottage and the old Barn. They extended and fully modernised the tiny cottage and made it into the comfortable home it is today – but the outline of the original 1854 building can still be seen from the outside. The photograph above shows the (white) extended Cottage – the original part being the left half. Beyond the Cottage, behind the trees and slightly to the right, is the Barn. The site of the remaining tar well tank is in the trees on the left at the top of the photograph.

The next photograph shows the old 1854 barn as it was before it was converted into a new home. It has retained all of the original windows and entrance door at the front, and the windows at the rear.



The horses' stable area in the Barn was clearly defined with cobbles - as can be seen in the photograph below. These cobbles have been salvaged and now form the low walls in the garden around the house.



When the conversion work began two of the old 2,000-gallon tar well tanks were re-discovered in the ground, adjacent to the Barn – still with old railway sleepers across them, and full of ‘muck’. (*Removing them caused quite a headache.*) The third well is still in the garden, away from the house, in a thicket of young trees – where it is likely to remain! Also needing to be removed from the area between the barn and the cottage, were a number of three feet high brick pillars (set in very solid foundations), which had been used to support the stillages at the Works.

Previously in this article reference was made to the fact that, in the early years of gas works companies, in some towns the coal tar was emptied into tar wells and left – often leaking out and causing major pollution problems – a problem which was supposed to have been eliminated at Farington Works. NOT SO. Fred Wilson told me that often the tar leaked out into the ditches along the edges of the fields – causing much annoyance to the farmers, and Mr. Walton tells me that wherever he digs in his garden, not far down, he comes across a solidified tarry mess!

*A little anecdote that I have just come across, still to be further researched, is that prior to the First World War, a German company carried out (unsuccessful) secret pilot drillings for oil in the Farington Moss area. I cannot help but wonder, - were they misled by the oil-like pollution seeping into the ditches from the Naphtha works site?*

**JOAN LANGFORD**



## WILLIAM FARINGTON 1537 – 1610

Sir Henry Farington of Farington married his second wife, a rich young widow from Staffordshire, called Lady Dorothy Eyre. In 1537 the King was delighted by the birth of his only son and heir, and Sir Henry Farington became the proud father of another son, his fourth, later to be known as William Farington of Worden.

Documents from the 12<sup>th</sup> century onwards.

One of the early Faringtons, Sir William fought in the French wars of Edward III and accompanied John of Gaunt, Duke of Lancaster, on his expedition to Spain in 1387. Sir Henry Farington's father, another William, was Knighted in one of the expeditions against the Scots in Edward IV's reign. When this Sir William died in 1501, his eldest son, Henry, who was a loyal supporter of Henry VII and the Tudor royal house, succeeded him.

During the early 16<sup>th</sup> century the ancestral home was Farington Hall. In 1504 Henry Farington was appointed the King's Steward for the manors of Penwortham, Ulnes Walton, Eccleston, Heskin and Leyland. In this capacity he preserved law and order within the royal manors, administering the estate, and one of his special duties was to see that the King's officers wore the royal badge – the Red Rose of Lancashire.

Henry Farington was Knighted at the coronation of Anne Boleyn, June 1553, in the following year, he acquired by purchase and one or two lawsuits, the estate of Worden near Leyland, from his relatives, the Andertons.

A wealthy and influential man in his own right, amongst all his other activities, Sir Henry was in close touch with the great Stanley family, he may have acted as private secretary to Edward, 3<sup>rd</sup> Earl of Derby.

Sir Henry Farington, William's father, married 1<sup>st</sup> a lady called Anne, daughter of Sir Alexander Radcliffe of Ordsall, near Manchester, and for a time they lived at Worsley Hall, Worsley. They had four surviving children, three sons and one daughter. His only daughter, Joan, who married, as her third husband, Sir Anthony Browne, Lord Chief Justice of England, eventually succeeded their eldest son. This Sir Anthony later acted as one of William's guardians.

Sir Henry Farington married again when he was 65 years of age and his youngest and undoubtedly favourite son was William, born in 1537. William lived to enjoy his inherited estates and formed his own branch of the family – the Faringtons of Worden. He was only 14 when Sir Henry died and left him the demesne of Worden and extensive property in Leyland and district.

The old family home Farington Hall and the Manor of Leyland went by inheritance to Lady Dorothy Huddleston, who was Sir Henry's great grand daughter by direct descent from his eldest son. In 1554, by his father's will our William became the first Farington of Worden and his descendants lived at Old Worden, once Shaw Hall later called Worden.

Immediately after his father's death William went to Essex to stay with his relations the Huddlestons.



Little is known about his childhood, except that his mother, Lady Dorothy, and his Guardian, Sir Anthony Browne, who was his cousin Joan's husband, carefully brought him up. It is not known to which school he went, but he studied law at Oxford. In 1555 he was admitted to the Middle Temple of The Inns of Court. He became a well-informed lawyer and inherited his father's appetite for legal matters, especially law suits. A good knowledge of law was essential to any member of the landed gentry

In 1558, the year of Elizabeth 1<sup>st</sup> accession, William became of age. About this time he was appointed Justice of the Peace, and a Deputy Lieutenant for the County. In the following year he married Anne, daughter of Sir Thomas Talbot of Bashall, Yorkshire. By this alliance he obtained the tenancy of Audley Hall, Blackburn, and became a kinsman of the Stanley family.

The next 30 years were important years of William's lifetime. By dexterity and industry, he enlarged his estates and influence in the County and also became one of the Earl of Derby's officers. He rose from Comptroller of the Household to the 3<sup>rd</sup> Earl, to Steward of the Household of the 4<sup>th</sup> Earl and finally, to Receiver General to the 5<sup>th</sup> Earl

In the 1560's shortly after his marriage, he rebuilt Worden Hall, during which time he lived at Audley Hall, his wife's inheritance. After their son and heir, Thomas, was born William obtained a special grant of Arms from the College of Heralds, whereby his family crest was changed from green Wyvern to white wingless dragon. The motto "Labor Vincit Omnia – Toil Conquers All" – to "Domat Omnia Virtus - Virtue Conquers All". His father's Arms were differenced by adding, in the centre of the shield, a yellow Martlet.

William's close connection with the Stanley's is of much interest, as the Earls of Derby were related to the Royal Family and were of great importance in Elizabethan England. Henry, the fourth Earl was William's contemporary, and he maintained about 140 servants, ruled by three chief officers, the Comptroller, Steward and Receiver General. These three officers were gentlemen of rank and each were entitled to have three servants in the Earl's livery. The Earl himself had seven gentlemen-in-waiting and a page.

Most of the time William lived at Worden. His own domestic establishment was large and well organised. His servants wore livery and numbered about twenty, including his gentlemen, steward, clerks, cooks and other. He paid frequent visits to the Earl's residences in Lancashire, Lathom, Knowsley and New Park, and his three sons had the privilege of being brought up in the Earl's household.

In 1572, at the age of 35, William Farington was appointed Steward of one of the most noble households in the land, an office he held for more than twenty years. As Steward he checked the servants' faults – any extravagances, etc., household accounts and paid wages. William was a man used to making decisions and governed the Earl's household with authority and dignity.

His portrait was painted in 1593, he was then 56. It is interesting to note that his father left him a heavy gold chain of 497 links and this is likely to be the one he wore in the portrait. Some experts think that he may have been the prototype for Malvoloi in Shakespeare's "Twelfth Night". This is conjecture, but the fact remains with documentary proof that the Shakespeare Company, at the time under the patronage of the Earl of Leicester, did visit Lancashire.

On the eighth of July 1587, William Farington wrote in his household Memoranda book, "*on Thursday my Lord Leicester's Players, played, on Friday they played again and on Saturday they departed.*" This is one of the twelve entries he made to the travelling players, who entertained the Earl and his family at Knowsley and New Park during the years 1587 – 1590.

In later years of his busy life, William found time to examine all his ancient documents, many of them still extant with his notes and summaries written in the margins or on the backs in his characteristic handwriting. His careful preservation of these family archives illustrates his methodical nature, and the way he safeguarded his rights and privileges.

There are also records of his own lifetime of letters written by and to William between 1573 and 1609. During those years he paid several visits to London. In 1573 he had the choice of four houses and in the end rented a furnished house in Watling Street for £3 for half a year, which he considered expensive. An important letter was written in London 6<sup>th</sup> November 1605 – The Gunpowder Plot!



William, the unfortunate father of two unruly sons, died in 1610 aged 73 years. In the previous year having written by his own hand his last Will and Testament, two folios in length, with a schedule of heirlooms to be preserved at Worden attached.

By this Will, he irrevocably disinherited his eldest son, Thomas, in favour of his grandson, William, and concluded with this sentence, "*My wille further is and I hereby I do give and bequeath unto my sayd grande sonne William Farington and the heyress malles of his bodye, all and everye my evidenses, wrytinges, charters, exemplifcations, rentalles, courte rowlles, surveyes and other my wrytinges whatsoever conssernyng any my landes tenymentes or hereditamentes in whose handes so ever the same be or shall be remainyng at the tyme of my death*"

He desired to be buried in St. Nicholas's chapel in Leyland Parish Church. To certain of his friends and relations he left gold mourning rings to be engraved on the outside "*Remember to Dye*" and on the inside "*Forgett not they frende deade*" included among the heirlooms were the Great Salt Silver Turens. At the end he wrote, "*All my printed bookes of what sorte so ever; item, all my wrytten bookes who so ever, and all my rentalles, surveyes and of my landes whatsoever; item, all my mappes, pedegries and pictures whatsoever.*"

*Wm. Farington*"

**An Abstract of the Will of William Farington of Worden dated 20<sup>th</sup> June 1609**

His body to be buried in St. Nicholas' or Farington Chapel on the south side of Leyland Parish Church in a tomb in wall with many of his ancestors. Anne, his wife, and William son of Thomas Farington his son, to be executors. Edward Langtree of Langho, Edward Rigbie of th Bourghe, and Robert Blundell of Gravsein, to be the supervisors, they to have a gold ring each, value 20/- made like a Sergeants ring, engraved on the outside "*Remember to dye*" and on the inside "*Forgett not thy frend deade*"

To his eldest son Thomas, an annuity of £10 on condition that he and his wife did not dispute the Will.

To his youngest son, William, an annuity of £10.

To Thomas, second son of Thomas Farington, 40 acres taken from the common of Penwortham £20 in money and one of his geldings.

To Marie, daughter of Henry Farington deceased, 200 marks towards her preferment in marriage.

To Henrie, James and Thomas, sons of Henry Farington, £10 each

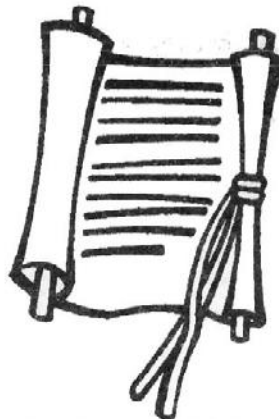
To his grandson, William Preston, his best horse, and to Anne his wife, a daughter of Thomas Farington, one of his best milk kine.

To his Kinsfolk, friends and servants, each a gold ring like the supervisors, enamelled in black – they were named, with a request to wear them daily in remembrance.

*Thomas Farington, my eldest son and heir apparent hath not only bestowed himself att two several times since the burial of his first wife in marriage without my priority and consent and greatly to my grief and discontentment - - - his now wife being descended of a base and beggarly parentage and she is very undutiful, unquiet and disobedient woman, and came into my house of Worden to enter and to take possession of the same.*

Thomas Farington and his wife are disinherited.

To William and his grandson all his deeds and charters.



**Henry Stanley K.G., Fourth Earl of Derby (1531 – 93.)**

**Ferdinando Stanley, Lord Strange later Fifth Earl of Derby (1559 – 1594)**

Chapter V

A Model For Malvolio

“In April Professor Alwin Thaler of the Department of English, Tennessee University, published a thesis “*The Original Malvolio?*” in Shakespeare Association Bulletin (Vol. VII No 2)

*“I think I have found the original Malvolio (he wrote) or at least a personage who looks more like the living model from who Shakespeare might have drawn than any yet suggested. I believe that this model – for the man Malvolio, not necessary for nice details of the episodes in which he is concerned – was William Farington Esq., (1537-1610) of Worden, Lancashire, Steward (until 1594) to Ferdinando Strange, Earl of Derby and patron of Shakespeare’s Company. During the years between 1572-1594 he acquired land, rebuilt his ancestral seat, ‘sought confirmation of the heraldic honours of his family’ lent money to his neighbours, settled disputes and (like Malvolio) busied himself with ‘arguments of state’ ranging all the way from the putting down to the raising of local funds to support the wars.”*

Thaler’s Description of the Farington Portrait.

*“His features are handsome and regular; face somewhat square, eyes dark, complexion florid, forehead high - - - lines across indicative of thought, beard thin, peaked, slightly gray. He wears a russet coloured doublet, free from the fashionable ‘slashing and jaggings’ at that period so much affected, also a sable of fur across his shoulder and a large chain of linked gold in three rounds across his chest. In his right hand he holds a silver handled cane or it may be a wand of office. He wears the monstrous double cambric ruff stiffened or wired , being (according to Stubbs in The Anatomy of Abuses) set three or four times double and some fitly called three steps and a half to the gallon .....and he wears a ring on his little finger, in his left hand a scented glove embroidered with gold, on his forefinger a signet ring....”*

With regard to the above, may I state that Mr Noel Bannister, wrote this a long time ago.

I would also like to say that my wife and I went to Sussex on holiday in 1979. Whilst there we visited Parham Park, Pulborough, West Sussex, and to our delight we saw the portrait of William Farington which was hung in the Long Gallery. Mrs. P.A.Tritton lived at Parham and the portrait was bought by her mother, the Hon. Mrs Clive Pearson in 1945 at a Sotheby sale of the property of the late Sir Buckston Browne. Mrs Pearson bought the portrait simply because she liked it and, in particular, the Coat-of-Arms, as heraldry was one of her great interests. The portrait of William Farington gave his age as 56, and dated 1593. Oil on panel 27ins by 25 ins. We received a 8” x 6” black and white print by post in September 1979. In February 1994, I wrote to Parham Park requesting a coloured photograph of William Farington, which I received, and a full coloured photograph portrait of William Farington 27ins by 25 ins is now in our house.

**R.O.WILLIAMS**

## THE MARSDEN THEATRE, WORDEN PARK, LEYLAND



The Marsden Theatre is to be found in the grounds of Worden Park. Worden Hall, the old manor house, standing at the centre of Worden Park, was the home of the ffarington family. In 1941 a terrible fire destroyed most of the main Hall. Following the death of the last resident Squire, Mr. Henry Nowell ffarington, in 1947, the contents of Worden, including the family collections of china, cut glass, Georgian silver, paintings and furniture, were sold at a public auction. Fortunately, the main house and park land were bought by Leyland Urban District Council for the people of Leyland, and opened to the public in 1951 as part of the Festival of Britain Celebrations. Most of the fire-damaged buildings were demolished in the early 1960s, as they were unsafe and beyond repair.

However, the buildings remaining, which are Grade II listed, were beautifully restored from 1976 to provide Worden Arts and Crafts Centre, which was opened in 1984. It is home to a number of resident arts and crafts people, and to the Marsden Theatre. The theatre was originally the barn and stables, and features original oak beams and walls of traditional hand made brick. It can seat 120 people comfortably, and is very well used year-round for a range of lectures, conferences, theatre productions, and musical events.

The theatre is in such a lovely setting, and now has the additional attraction of an adjacent modern conservatory bar and lounge, featuring exciting and unique work by over 20 artists and craftspeople.

I was curious to know how the name of Marsden was given to this Theatre, and my research surprisingly led me back through four generations of a Marsden family who were all elected Council members, giving in total almost 65 years of service to Leyland.

The first, Richard Marsden, was born in Leyland about 1830, and was baptised at the Parish Church of St. Andrew on the 7th of March 1830. He was the brother of my great, great, grandmother, Anne Marsden. Their father, my great, great, great, grandfather, was Thomas Marsden, a weaver and later a farmer. He was born about 1792 in Standish, near Wigan, the son of John and Alice Marsden. This John Marsden is listed as a Pauper next to his son Thomas' Baptismal entry. Thomas married Ann Bennett, known as Nancy, in February 1812, a Leyland girl. They farmed on Leyland Lane, Leyland, and had 12 children. Richard was their ninth child, and he married Margaret Haydock in September 1851. In the 1891 Census Return he was living at 20 Leyland Lane, Leyland, and was a farmer and grocer.

Richard was elected a member of Leyland's Local Board on the 18th of April 1889, and continued as a member until the Local Board became Leyland Urban District Council, on the 7th of January 1895. At this first meeting of the Urban District Council of Leyland, it states in the minutes, that all the elected members made the Declaration before acting. Richard Marsden had polled 620 votes and was duly elected together with eight other local men. At a meeting of the Council held on the 7th of February 1898, there is the following entry:

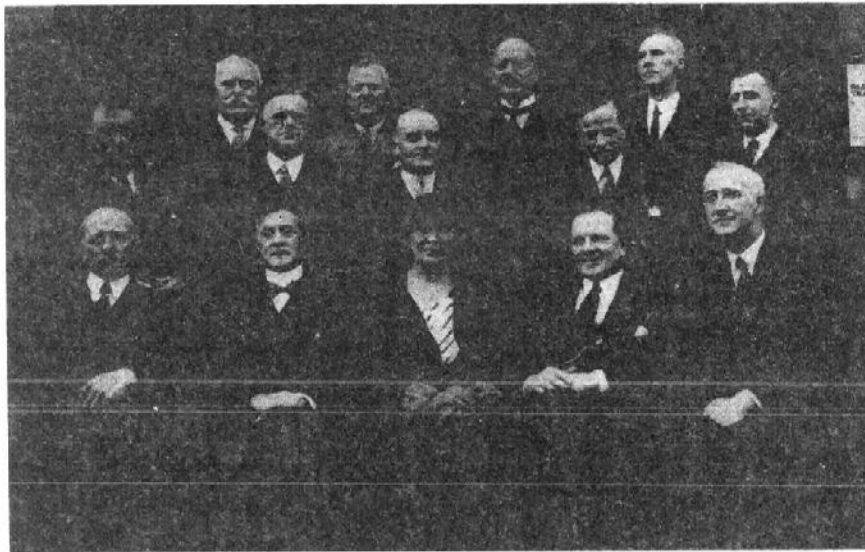
*'To the late Mr. Richard Marsden.*

*The Clerk was requested to convey to the family of the late Mr. Richard Marsden, the expression of the sympathy of the Council with them in the loss sustained by his death.'*

Richard Marsden had been present at a Council meeting, on the 6th of December 1897, only four weeks before his death. His Death Certificate states that he died on January 13th 1898, at Earnshaw Bridge, Leyland, aged 67 years. The cause of death was Cardiac Syncope, certified by P. Fraser M.D., and the informant was his son, Thomas, present at the death. Richard's will was proved in May of that year and his effects amounted to £3175-5s-2d. That was quite a large amount of money in those days. Richard Marsden had given almost 9 years of service to Leyland.

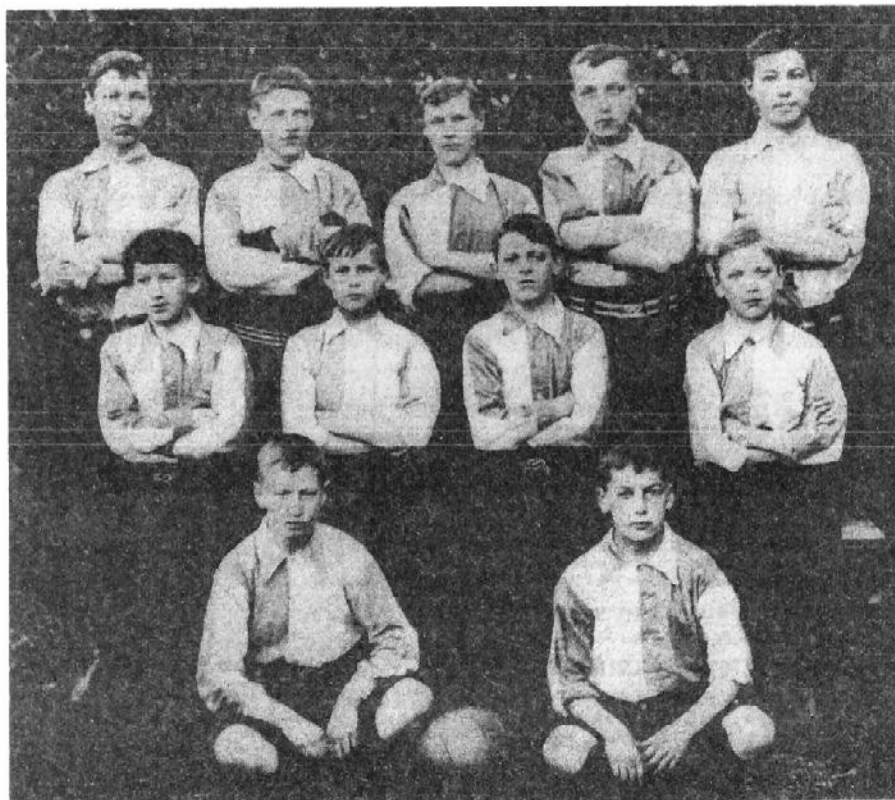
Richard and Margaret had 7 daughters and 3 sons. Their third child, Thomas, mentioned above, was born in 1859, and was also to serve as a Councillor. Thomas married Mary Ann Holey in August 1879, at St. John's Church, Whittle-le-Woods, and was then a farm labourer, later a grocer, and by 1907 was the corn miller at Globe Mill, Midge Hall, near Leyland, which he took over from John Bretherton. When owned by the Bretherton family, the mill had been known as Champion Mill, and dealt in crushed oats etc. for porridge making. Breakfast foods such as Kelloggs Cornflakes came on the market, so cutting the demand for oats. However, Thomas Marsden ran a flourishing business, which included the provision of provender for horses and other animal feeds. Indeed in January 1921 he provided 1 cwt of corn, free of charge, to 'Leyland and District Fanciers Society'. Was he a keen pigeon fancier himself?

Thomas was elected as a Councillor in April 1917, and continued to serve for over 22 years right up to his death in February 1940, aged 81.



*Thomas Marsden and other members of Leyland Urban District Council in 1937.  
Back row, left to right: councillors Lord, M.H.Wilkinson (surveyor), Jackson, R.Armstrong (Clerk to the Council) Middle row :Marsden, Hocking, Parkinson, Hargreaves, Stansfield.  
Front row : Nelson, Lomax, Mrs. Berry, Welsby, R.W.Lynn (clerk).*

Thomas and Mary Ann had four sons and four daughters. Their sixth child was Frank, born in 1889.



*Back row, far left: Frank Marsden, when a young boy, in an unknown football team.*

Frank married a local girl, Prudence Threlfall. She died in 1930 aged 44 years, and Frank later married Bessie Benson from Fleetwood. Frank Marsden was an employee of Leyland Motors, but he started his own business, Leyland Garage Company, just after World War I. His first premises was a rented wooden shed in Forge Street, Leyland, with room for three cars, and it was here that he started his business in motor engineering and the car repair trade. It grew, and in 1922 the company was appointed Ford dealers.

Phone 81364 Leyland

FORGE STREET,

Leyland. April 30<sup>th</sup> 1946

M. F. Marsden

Dr. to . . .

**LEYLAND GARAGE CO.**

(PROPERTY OF F. A. R. MARSDEN)

1945  
10/20  
To me 6 volt battery  
repairs to starter

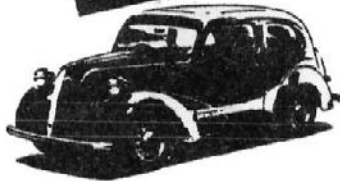
3 10 0
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6 15 0

No. *June 27<sup>th</sup> 1946*  
 Received from *M. F. Marsden*  
 the sum of *£6* pounds  
*after* billings *—* pence  
*Amount* *PP. to*  
 £ 6 : 15 : 0

*A bill sent from Leyland Garage Company, Forge Street, Leyland, on April 30<sup>th</sup> 1946, to my father, another Frank Marsden!*

In June 1949 the company moved to new premises at the junction of Towngate and Westgate, in Leyland

**Value for money**  
**makes the choice POPULAR**



The Ford 'Popular', the world's best value car ranks high in efficient, reliable, economical performance. It's in our showrooms now—come in for a demonstration!

EVERY FORD 'POPULAR' IS BACKED BY OUR FAMOUS FORD SERVICE  
 Leyland's Premier Service Station  
**LEYLAND GARAGE CO.**  
 TOWNGATE, LEYLAND  
 Ford Dealers since 1922  
 and Agents for all the Leading Makes  
 \*  
 Phone 81364  
 FOR ALL YOUR MOTORING REQUIREMENTS

SALES *Ford* SERVICE

CARS :: TRUCKS  
 VANS

**LEYLAND GARAGE**  
 COMPANY

Forge Street, Leyland

•

AGENTS  
 for all the Leading Makes  
 of Cars

•

FOR TAXIS—'Phone 81364

*Early adverts for Leyland Garage Company.*



Frank was elected to serve as a Councillor from April 1946, until he retired from office in May 1960, having completed fourteen years service. At the Council Meeting on the 4th of May 1960, the minutes record:

*'The Chairman and Members of the Council paid tribute to Councillor Frank Marsden for his services to the Council and the Public of Leyland, during his fourteen years as a Member, and expressed their good wishes to him and Mrs. Marsden on his retirement from the office of Councillor. Councillor Marsden suitably replied.'*

From 1951 to 1953, Frank Marsden was the Chairman of the Council. During that time the Council purchased Worden Park for £23,000 from an agent acting for the ffarington family. A plaque on the main entrance to the park bears the following inscription:

*'Leyland Urban District Council.*

**WORDEN PARK.**

*This park was purchased by the Council in November 1950 and officially opened to the public on the 18th of June 1951 by the Chairman of the Council, Councillor Frank Marsden, as part of the Festival of Britain Celebrations.'*

Councillor Frank Marsden was on that occasion presented with a golden key to the park by his colleagues to commemorate the opening ceremony. It can now be seen in South Ribble Borough Museum in Church Road, Leyland.

In the Souvenir Programme of the Festival of Britain Celebrations for Leyland, June 17th to 23rd 1951, Councillor Frank Marsden wrote the following message:

**SOMETHING TO CELEBRATE**

*'It is my privilege as Chairman of the Council this Festival Year to write the introduction to this brief record of Leyland's activities past and present.*

*From the national point of view the chief purpose of the Festival is to declare our belief and trust in the British way of life, not for the purpose of any aggressive self-advertisement, but with sober and thankfulness for the creation of our traditions by those who have gone before us, for their preservation through every peril and for the blessings which have thereby been brought to us and also, with a sober and humble trust that by holding fast to that which is good and rejecting from our midst that which is evil, we may continue to be a nation at unity in itself and of service to the world.*

*In Leyland, especially to the older members of the community, the word "festival" has a special significance, bringing back happy memories of the colourful past, which in some small measure we shall try to recall in the pageant to be presented in connection with our celebrations. The fact that the main events will be staged in the lovely setting of Worden, which in this year became a public park for the first time in its history, will give added pleasure to the people of the town.*

*Let us all during the Festival Year show our pride in the town's past achievements, especially in the field of industry, and boldly resolve that the name of Leyland which is now known the world over, will have even greater fame in the years to come.'*



*Councillor Frank Marsden, Chairman of Leyland Urban District Council.*

Frank Marsden was a J.P. and was awarded the M.B.E. He died in October 1976 at the age of 87 and is interred in the churchyard at Leyland St. Andrew's Parish Church.

Frank and Prudence Marsden had two sons and three daughters. Their fourth child was John Threlfall Marsden, known as Jack, and he was born in October 1918. Jack married Edith Kenyon, a girl from a Leyland family who had a confectionery business, in April 1947 at Leyland Congregational Church. Jack became a J.P., was elected as a Councillor in 1965, and continued in office until his sudden death on December 26th 1983, aged 65. During his time as a Councillor, the old Leyland Urban District Council disappeared, to become part of South Ribble Borough Council. From 1977 to 1978, Jack Marsden was the Mayor of South Ribble Borough Council. In the Souvenir Festival Programme for 1977, Jack Marsden wrote:

#### *MESSAGE FROM THE MAYOR*

*'It is my privilege as Mayor to write this brief introduction to the 1977 Leyland Festival. This is a special occasion being the Queen's Silver Jubilee Year, and we appreciate the hard work that has been done by the Festival Committee to make this a truly memorable and enjoyable day for us all.*

*In Leyland, especially to the older members of the town, Festival has a special significance, bringing back happy memories of a colourful past which in no small measure, we shall recall in our celebrations.*

*Today, Leyland is part of a much larger Community and we shall be joined by many people from within the Borough of South Ribble and beyond, and to all we give a warm welcome.*

*Let us all, during the Festival year, have pride in past achievements, and resolve that the Town of Leyland, which is known the world over, will continue to prosper in the years to come.'*

A plaque in the South Ribble Borough Council Museum and Exhibition Centre reads:

***'South Ribble Borough Council  
Museum and Exhibition Centre  
opened by  
His Worship the Mayor of South Ribble  
Councillor J. T. Marsden J.P.  
On Wednesday 7th December 1977.'***



*The Mayor of South Ribble, Councillor Jack Marsden J.P.*

Another plaque can be found above the entrance to the Marsden Theatre, Worden Arts Centre, Leyland:

***'Worden Hall  
The Marsden Room  
In commemoration of Councillor  
Jack Marsden J.P.  
Chairman of Recreation and Amenities  
Committee 1978 - 83  
and his association with the  
restoration of Worden Hall.'***

And so we come full circle, and discover that the Marsden Theatre was named after Jack Marsden, the fourth generation of this Marsden family to serve Leyland so well over so many years. In a quiet corner of the courtyard, near to the Marsden Theatre, is a seat bearing this dedication:

*'In memory of  
Councillor Jack Marsden J.P.  
Former Mayor of South Ribble  
and Chairman of the Recreation  
and Amenities Committee.'*

#### **ACKNOWLEDGEMENTS:**

My thanks go especially to Mrs. Edith Marsden and her family for their help with photographs and press cuttings.

#### **SOURCES:**

Wigan, Standishgate Independent Chapel Registers. RG 4/1171.  
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Whittle-le-Woods, St. John's Registers. PR 2924.

1851 Census Return : HO 107/2262 folio 407.  
1861 Census Return : RG 9/3116 folios 18 & 31.  
1871 Census Return : RG 10/4194 folio 25.  
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Leyland Festival Souvenir programmes, 1951 and 1977.

**SHIRLEY A. ROBSON (FORMERLY SHIRLEY A. MARSDEN).**

## WITHNELL BRICK WORKS

### Some thoughts about working in a terra cotta factory by an ex-employee.

The correct name for the above was "Withnell Brick and Terra Cotta Company (1912) Ltd." I think it was 1912 and the owners were Langton's from Chorley.

The products they made were Bricks with "Withnell Brick" on them, these were ordinary bricks, and then they made "Rustic Bricks" and different kinds of shapes which were made by hand and these were called "Terra Cotta" which you can now get at B & Q or usually any garden centre.

The bricks were made on three machines and as they were pressed they were loaded onto barrows by young lads like myself who had just left school. It was my first job, this would be about 1935 and the wage I received was one of the highest you could get anywhere, 25 shillings per week which was a very good wage in those days, but very hard work.

When the barrows were full, men would wheel them away and take them to the red-hot kilns where they were unloaded and stacked. When the kiln was full the door would be built up and the bricks would be left inside under the terrific heat until they were burned to the red colour you see today.

The bricks were made from clay which came down on a moving belt from the "Clay Hole" which was the place where all the rubbish has now been tipped at Stanworth.

The products were the very best you could get anywhere and they were loaded onto the lorries, which were owned by the firm and taken out to the places where they were building. I remember Charlie Winstanley was one of the drivers. Not only were lorries used, but railway wagons were used. A railway line ran right into the works.

I would say that the "Klondike" which was the name they used if you were talking about Withnell Brick Works, employed about 50 or 60 men although I can't be too sure about that. I only stayed about 12 months and then went to Withnell Fold Paper Mill.

But after the war when I was married and had two children I went back to the Klondike and as I was then in my 20's I was one who wheeled the full barrows to the kilns and the unburned bricks were then called "Green Bricks".

### MR. CHAPLIN



## RAIL TRIPS 7

### **Trips along the Manchester Metrolink**

A couple of years ago, the Society members took the train to Manchester to travel on the Metrolink, firstly north to Bury and secondly to Altrincham. As the details of the Leyland to Salford Crescent part of the route were included in the Leyland Chronicle No 40 – Leyland to Manchester City Centre, these notes commence from that station.

The new station at Salford Crescent was created to serve the four lines, which meet at this point. The first two carry the original line of the Manchester and Bolton Railway from Bolton (which we have just covered) and its continuation into Salford, and on to Manchester Victoria station, passing the site of Manchester Exchange station. The third line is the previously mentioned Wigan to Salford direct route. The fourth, however, was, until the opening of the Manchester Airport branch, the newest line in the country, being opened in 1988.

Despite being short this was the fundamental link between the merging of the north and south Manchester passenger railway systems. There had been freight connections but these were too far out for the benefit of the passengers. The Windsor Link as it came to be known, after the Windsor Bridge Signal Box, enables trains to go to the southern stations of Deansgate, Oxford Road, Piccadilly, Stockport and all points south.

So upon leaving the station with the Salford University on one side and the University of Salford (formally Salford Tech) on the other, we head down the Windsor Link, which uses part of the Lancashire & Yorkshire Railway Salford Docks branch. It leaves the Victoria line in sight of the Hope Street stone terminal (L) as we approach the line of the oldest passenger railway in the world namely the Liverpool & Manchester Railway, which we join near the site of Ordsall Lane station (closed in 1957).

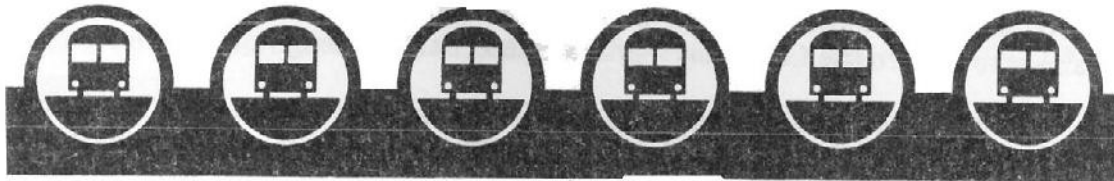
Almost immediately, the lines diverge again at Ordsall Lane Junction, where the line (L) heads up the gradient to Salford and Manchester Victoria. This was the new terminus of the L&MR after the extension of the line in 1844 to join up with the Manchester & Leeds Railway and the Manchester and Bolton Railway. The first, with the Grand Junction Railway, became the main constituents of the London & North Western Railway, while the other two were the main constituents of the Lancashire & Yorkshire Railway.

Coming to the bridge over the River Irwell, a line leaves (L). The original line goes into the terminus platforms of Liverpool Rd station of the Liverpool & Manchester Railway. This is now preserved as part of the Manchester Museum of Science & Industry. Below on the river (L) the previously busy quay area of the Mersey & Irwell Navigation can be seen. The raised ground on the left bank hides the River Lock of the Manchester, Bolton & Bury Canal which has now dropped by six locks to come down to river level. The large warehouse on the right bank has now been converted to a hotel, though it was once a set for the soap opera “Albion Market”, as the Granada studios are next door.

As we approach Deansgate station, we are joined (R) by the Manchester South Junction & Altrincham Railway. Above us the former Cheshire Lines Committee lines on the iron viaduct formerly took traffic into Manchester Central station, which closed on 5th May 1969, and the Great Northern Warehouse.

This viaduct now takes the Metrolink trams from Altrincham into the centre of Manchester. Below the basins of the Bridgewater Canal and the Rochdale Canal make up the Castlefield complex.

Deansgate Station, formerly known as Knott Mill & Deansgate, was opened in 1849. The line was originally from Altrincham to London Rd though since the Metrolink opened and used the Altrincham track bed, the line now terminates just after Cornbrook Junction where the Cheshire Lines Committee goes off via Irlam and Widnes to Liverpool. The station now has a pedestrian footbridge across Whitworth Street West to the Metrolink and the G-Mex Centre Station. So detrain here and head across the footbridge to catch the first Metrolink tram to Bury, probably via the terminus at Piccadilly. The service is every fifteen minutes on a Sunday or so I have been informed.



### The Metrolink to Bury

As the tram approaches over the former Cheshire Lines Committee tracks, it switches from railway running systems and speeds to the more sedate city system. Once aboard, the tram goes over Great Bridgewater St immediately turning and descending to run alongside Lower Mosley St between the G-Mex Centre, formerly the Midland Railway Central Station and across the road, the newly complete Bridgewater Hall, the new home of the Halle Orchestra.

This was, of course, built on the site of the basins of the Manchester & Salford Junction Canal coming from the Rochdale Canal to the River Irwell under Central Station, the Great Northern Warehouse and Granada TV studios. There is now a new short branch off the Rochdale Canal leading into a mooring basin at the side of the Bridgewater Hall.

As we reach the junction with Oxford Street, the Midland Hotel is to the left though it is now known by a new name. The next station is at St Peters Square, known for its circular library. This was the site of the Peterloo Massacre when this area was still called St Peters Field. The tram continues up Mosley Street with many interesting sites including the former bank on the right now tastefully converted into a public house.

We pass 38 Mosley Street on the left, the former Head Office of the Manchester & Salford Bank, later Williams Deacons, closely followed by 45 Mosley Street, the current Head Office of the Manchester region of the Royal Bank of Scotland. Here the amount of work necessary to construct the Metrolink can be gauged, especially if you were on a training course in either of these buildings a few years ago.

The tram tracks now diverge. The tracks straight ahead lead direct to Manchester Victoria and thence Bury. These form a triangle with the two lines to the Piccadilly Gardens Station. Most trams do not take direct route reversing, instead to/from Piccadilly Station. Our tram will probably veer to the right to reach Piccadilly Gardens Station.

The tram station here is situated next to the bus station, both have gardens and are on the site of the Manchester Hospital. The tram then heads down Aytoun Street and over the Rochdale Canal to Piccadilly Station. The tram terminal station is situated in the arches under the main line station of the same name. There are however, plans to extend the tracks to Ashton under Lyne via the new national stadium site.

After a short stop at the Piccadilly Station, the tram will then commence the journey to Bury, firstly retracing our steps to the Piccadilly Gardens Station. The tram then turns right on the triangle to reach the junction with Market Street. Entering Market Street to the left, The tramlines almost immediately turn right to circumnavigate the extensive Arndale Centre along High Street.

After a brief section of non -street track, the line descends Balloon Street to reach the crossing of Corporation Street. Here a glance left will enable the quick eyed to see the damage to the Arndale Centre and Marks & Spencer's shop along Corporation Street.

The tracks now take the trams into the train shed of Manchester Victoria Station, the lines and platform being situated on the old terminal lines. The station has been modernised and redeveloped over the last few years with the original 16 platforms being much reduced, Nos. 1 to 8 disappeared with the new tram station although they had not been used for many years. Building the Nynex Arena meant the rearrangement and rebuilding of the rest of the station, Services are now much reduced in favour of Piccadilly.

As the tram leaves the station platform, it switches back to railway operation and speed. The tram is now travelling on the former Manchester Victoria to Bury line opened on 1st September 1879. It was opened as a electrified line on 17th April 1916, the necessary power, as mentioned previously, came from the power station at Clifton on the original Manchester to Bury line via Clifton Junction.

The tram parallels the main lines to Leeds for a few hundred yards with a connecting spur before it disappears into Collyhurst Tunnel (426 yds) and turns north. On leaving the tunnel the line bridges the River Irk and the Cheetham Hill Loop Line on the Collyhurst Viaducts. The new buildings to the left house the motive power depot for the tram system, built on the former engineer's sidings and the connection to the loop line at Queens Road junction. There is a small platform here for the staff to alight.

Once past the site of the Queens Road junction signal box, the tram reaches the Woodlands Road Halt, shortly followed by Crumpsall Station. This is a reasonable structure with a well proportioned over bridge. There is a brick road bridge near the station over a deep cutting. Crumpsall is close to the Manchester General Hospital.

As we reach Bowker Vale Station, there are some small reservoirs on the right with Heaton Park and on a hill, Heaton Hall forming a dramatic backdrop. In the Heaton Park Tunnel (713 yd). the line crosses the park and the peace, quiet and enjoyment of thousands of visitors during summer is undisturbed. It was built at the insistence of Lord Wilton of Heaton Hall, costing an additional £8,000, otherwise Lord Wilton could have claimed £20,000.





The short Bury Old Road Tunnel (73 yd) leads to Heaton Park Station, and shortly after the tram reaches Prestwich which serves a comfortable suburb and is also the home of the famous mental hospital. After hurtling across both Bury Old Road and the M62 motorway, the tram arrives at Besses-o-th-Barn Station, famous for its brass band.

The tram continues to Whitefield Station, through the short Whitefield Tunnel (161 yd.) and the mile long cutting. This huge cutting was completed using vast quantities of concrete and the provision of an invert, and cost a quarter of the total cost of the line.

As we approach Radcliffe Station, we cross the Radcliffe Viaduct over the River Irwell. To the right opens a pleasant vale, while in the foreground there remains a mill building. At Radcliffe there are still rows of back to back terraces and a neo-Gothic church. Left are the remains of the lines from Radcliffe Station to the line linking Bolton and Bury Knowsley Street which was closed in 1970. The original main line from Clifton Junction, on the Manchester - Bolton line, which used to join our line at this point can no longer be seen.

As the tram crosses open country offering fine views towards Winter Hill and Belmont, in the foreground, left, is the nearly restored Manchester, Bolton & Bury Canal. The canal society has working parties on this stretch between Radcliffe and the canal feeding Elton Reservoir. The River Irwell is crossed again by an iron bridge of 100 ft span. Left is the junction with the branch to the East Lancashire Railway and the original Bury Station at Bolton Street whilst the tram bends to the right taking the new track to the Bury Interchange Station through a deep cutting.

### **The Metrolink to Altrincham**

The Oxford Road to Altrincham line was opened on 20th July 1849. The hourly service was soon increased at business hours. On 20th Sept 1849 it was extended the short distance from Altrincham to Bowdon. This was the terminus until Altrincham Station was re-sited in 1881

The first intermediate stations were Old Trafford, Edge Lane, Sale and Timperley. Edge Lane was renamed Stretford within two months of the opening. Sale became Sale Moor in 1856, Sale & Ashton on Mersey in 1883 and Sale again in 1931. A station opened in June 1856 at Cornbrook between Knott Mill and Old Trafford but lasted only nine years.

South of Old Trafford, a temporary station known as Manchester Art Treasures Exhibition was open from May to October 1857 and reopened for a similar period in 1887. During the intervening years it was a station for Old Trafford Cricket Ground. In later years it also opened for football matches at the Manchester United ground. A station at Brooklands, between Sale and Timperley was opened in December 1859.

In 1928, when the MSJ & A was running about seventy trains in each direction daily, it was decided to electrify the Altrincham line, supplying current on the overhead system at 1500 volts dc. The estimated cost was about £ 500,000. The new service began on 11th May 1931 with trains of MSJ & A compartment stock painted a bright green. The Cricket Ground station came into everyday use. It was renamed Warwick Road and on 20th July two additional stations were opened, Dane Road and Navigation Road.

The extension of the 25kV system from Piccadilly to Oxford Road on 12th Sept 1960 enabled suburban trains from the east to reach this station and, with the conversion of the whole Altrincham line, to the main line system. They ran through to Altrincham from 3rd May 1971, the former MSJ & A trains being withdrawn.

As the tram approaches from Lower Mosley Street onto the viaduct over Great Bridgewater Street, it switches from the more sedate city system to railway running systems and speeds. Following the stop at the station, the tram continues as it joins the mock castellated viaduct opened on 9th July 1877.

This takes the former Cheshire Lines Committee tracks over the railway's Castlefield Junction. Below this is the canal Castlefield Junction where the Rochdale Canal meets the end of the Bridgewater Canal.

As we set off, with the Bridgewater Canal down on the left, the line slowly descends to the route of the former Manchester South Junction & Altrincham Railway. Here the now closed Hulme branch of the Bridgewater Canal headed under the tram way into the River Irwell, which approaches from the right, just as it reaches Woden Street Foot-bridge and becomes the Manchester Ship Canal.

The main line of the Bridgewater Canal passes under the track here and reappears on the right. Here the tram reaches the new Cornbrook Station where passengers can now change trams for Salford Quay and eventually Eccles via the latest Metrolink extension. The tracks then divide with the lines to Salford diverging to the right as the Altrincham line begins its dive under Cornbrook Junction. Here the still open Cheshire Lines to Liverpool via Warrington left the old Altrincham line. The line from Oxford Road to Altrincham now comes to a dead end only being used as stabling for terminating trains from Deansgate.

After passing through the Old Trafford Tunnel (142 yds), we draw into Old Trafford Station, and continue over the closed Fallowfield loop freight line. This is itself being considered as a future tramway to Chorlton cum Hardy, Didsbury and eventually to Manchester Airport along the course of the Midland Railway's route to Derby.

Next we pass, on our right, Lancashire County Cricket Ground, easily reached from the next station at Warwick Road. The other sporting venue in the area Manchester United to the right, has its own station on the Manchester to Liverpool line via Warrington.



As the tram approaches the outskirts of Stretford, the main line of the Bridgewater Canal comes to meet the tram way from the right. The Bridgewater Canal, having just had its main junction with the original line of the canal from Worsley, Leigh and all points north, at Waters Meeting, now accompanies the tram way to the outskirts of Altrincham.

The next station is Stretford. It served a population of 3,000 when the railway was opened. This has now increased to over 60,000, due to the proximity of the industrial estate of Trafford Park.

The tram heads through open country and cross the River Mersey before passing under the M63 motorway on its way from Eccles to Stockport. The lake to the left is the Sale Water Park, which is popular with Water skiers and sailboard enthusiasts. It was formed when the ground was excavated to construct the embankments of the motorway and the hole subsequently filled with water.

Following the commuter station of Dane Road, the tram reaches Sale Station, previously known as Sale Moor in 1856. The town is essentially a modern town with its population of 1,000 in 1911 now being in the region of 60,000. The northern part of Sale merges into Ashton Upon Mersey, unremarkable except as the birthplace of Stanley Houghton (1881 - 1913, no relation), who wrote "Hindle Wakes" in 1912. The next station named Brooklands follows, accompanied by the Bridgewater Canal to the right.

At Timperley Station, note the booking office on the over bridge, a regular feature on this line. After Timperley, the line parts company with the Bridgewater Canal, which has run parallel since Stretford. It then heads westwards towards Durham Massey on to Lymm and the Trent & Mersey Canal at Preston Brook. The whole route from south of Wigan to the Big Lock as you approach Middlewich is achieved without the use of locks.

The tram then passes under firstly the freight only branch to Carrington and then the Skelton Junction to Warrington line, which closed in July 1985. We saw the other end of this passing under Warrington Bank Quay Station last year. At Deansgate Junction, the recently reopened line from Stockport comes in from the left. So, as the tram approaches Navigation Road Station, our route is now single track, the other track being taken by the normal rail service from Manchester via Stockport, Altrincham to Chester. Consequently the Station at Navigation Road has one platform for the trams and one for the railway, both being either way running.

As the tram continues and passes under the Stockport Road flyover, which replaced the former Altrincham North level crossing, the tram pulls into the terminal platform of Altrincham Station. Here the railway lines having returned to double track pass through the station on the through tracks. This station opened on 3rd April 1881, replacing both the old Altrincham and Bowden stations and was originally named Altrincham & Bowden.

In 1849 Altrincham was a neat little market town, scarcely more than a village with a population of 4,000. It is clustered round the medieval highway, a former Roman road, from Manchester to London, which declined in importance when the turnpike was made through Macclesfield. At the north end small textile factories adjoined the Bridgewater Canal but the main industry was market gardening in the country around. The centre of the town shifted towards the railway, first near to the Bowden terminus of 1849, then, after the closure of that station in 1881 it moved towards the later station. The population, no more than 18,000 in 1911, has greatly increased since electrification of the railway and now exceeds 60,000. The industrial area remains and machine tools were manufactured here.

## **P. HOUGHTON**