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# SELWICK

The Journal of  
**THE LAYLAND 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

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Held on the first Monday of each month  
(September to July inclusive) at 7.30p.m.

Meeting date may be amended by Statutory holidays

AT

PROSPECT HOUSE, SANDY LANE, LEYLAND

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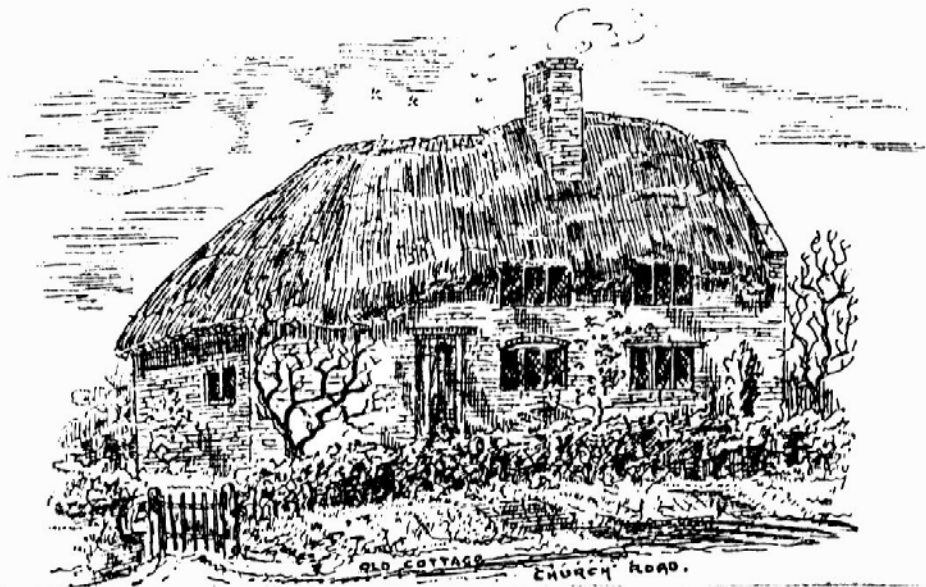
THE HISTORIC SOCIETY OF LANCASHIRE AND CHESHIRE

AND

THE BRITISH ASSOCIATION FOR LOCAL HISTORY

## C O N T E N T S

<u>PAGE</u>	<u>TITLE</u>	<u>CONTRIBUTOR</u>
1	A Word from the President	G.L. Bolton
2	Leyland Railway Station	P. Houghton
5	A Ship Called Worden	G.L. Bolton
7	Leyland Bleach Works	E. Shorrocks
15	Seth Woodcock - Vicar of Leyland 1494-1516	T. Woodcock
19	Leyland & Farington Co-operative Society	P. Houghton and W.E. Waring
22	Singletons of Leyland	A.W. Seguss
23	John Woodcock O.F.M. - A Local Martyr	W.E. Waring
31	The Old Terrace Names of Leyland	M. Park
33	Leyland to Manchester City Centre	P. Houghton
39	Society Activities	Chairman
40	The General Post Office - Hough Lane	W.E. Waring



## A WORD FROM THE PRESIDENT

This page of our annual Lailand Chronicle would normally carry the comments of our Editor on the issue and other Society matters. However, Mr. W.E. (Bill) Waring has retired from the position of Editor, to the regret of all concerned, and the editing of this issue has had to be a co-operative effort.

His last issue coincided with the completion of 25 years of the existence of Leyland Historical Society. I would like to comment on the possible changes which might occur over the next 25 years. The Historical Society has become part of history itself. It has a fair number of members (more always welcome) and the meetings are generally well attended. The Officers and Committee are conscientious and the finances are sound, if not reflecting affluence. I have had some experience of the way other similar societies operate and comparisons are interesting.

It is clear that the Leyland Society (like several others) is in the main a "listening" society. In this we are fortunate that, thanks to hard and difficult efforts by the relevant Committee Members, we have full seasons of very good talks, geared as closely as possible to historical themes. In addition there is a limited number of very active individual local history research members. It is pleasing to note that their efforts find expression in the Lailand Chronicle, a publication of which the Society can feel justifiably proud.

What of the future? It may be thought by some that no change is needed, but change will come, and it will come largely from the members, not from the officers, whereby individuals because of their interest in a specific topic of history (in the widest sense of the word) will attract other like-minded members and maybe an informal group will arise.

We have in the past proved that such group activities cannot be imposed on the members, they must be spontaneous. The list of such possible topics for study is endless and any good book on local history will suggest avenues of approach. Sources for modern (post-1900?) studies are abundant. I would merely ask that, as our constitution requires, any groups formed should be registered with the officers of the Society.

I will conclude by saying that the Leyland Historical Society over the next 25 years will become exactly what the members make it. I wish it well.

GEORGE L. BOLTON President

### 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.



## LEYLAND RAILWAY STATION

Leyland Station is located on the North Union Railway (NUR), 3 3/4 miles south of Preston. The NUR was an amalgamation of the Preston and Wigan Railway, authorised in 1831, and the Wigan Branch Railway, and opened between Wigan and Preston on the 31st October 1838, one of the original stations being Golden Hill, renamed Leyland within a few months, although the old name persisted for a time.

In June 1843, the Bolton & Preston Railway (B&PR) joined the NUR at Euxton Junction, 5 1/4 miles south of Preston. In 1844, the NUR and B&PR merged under the NUR title, and from 1st January 1846, the NUR was leased by the Grand Junction Railway (incorporated into the London & North Western Railway LNWR in 1846) and the Manchester & Leeds Railway (Lancashire & Yorkshire Railway LYN from 1847).

With the LYN feeding in from the Manchester direction, for Blackpool and Preston, and the west coast traffic of the LNWR, the section from Euxton Junction to Preston was very congested and, in the LNWR Act of 1875, powers were obtained for quadrupling. This was completed on 1st August 1880. Technically, the NUR was still in existence but, in 1888, the company was dissolved, and in 1889 the Bolton & Preston Railway passed into LYN ownership, and the original NUR, south of Euxton Junction, into LNWR hands. The section from Euxton Junction to Preston, including Leyland, remained joint, although largely administered by the LNWR.

On 2nd June 1898, a Blackpool to Manchester excursion of the LYN had drawn to a stand at the 'up' fast home signal north of the station. This was in accordance with station instructions that trains not booked to call were to be held at the home signal, rather than allowed forward to the platform starter. Within four minutes, another LYN excursion, from Morecambe, had run through the signals at the next box to the north and into the standing train, causing two immediate fatalities and many injuries. The collision occurred midway between the signal box and bridge No. 72. As well as showing how close headways were on this busy route, the accident recalls the use made by the LYN of its free-running 0-6-0 goods engines on excursions in high season.

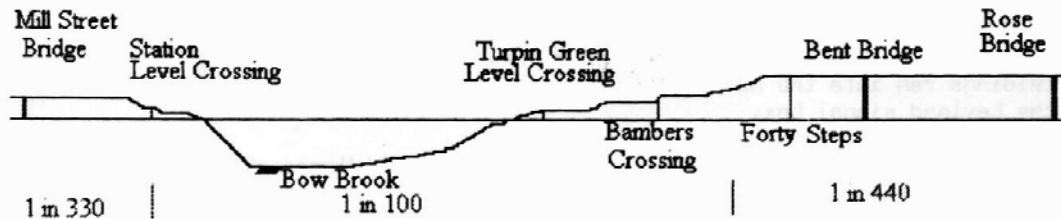
Leyland remains open to passengers, but general freight facilities were withdrawn in 1968, and the signal box made way for Preston power box in 1972.

### The Route through Leyland

In 1838 the railway approached Leyland from the south, crossing the valley of Shaw Brook north of the future Euxton Junction on a large embankment, the brook passing underneath in a culvert. Reports of discoveries of Roman remains possibly originating from the necessary excavations. After travelling over the embankment, the railway enters a slight cutting which continues until the site of Rose Bridge is reached; the bridge disappeared when the M6 motorway was built in 1962. The cutting gradually deepens until Bent Bridge is reached. This bridge is one of only two in the Leyland district whose base is still the 1838 original, though the bridge was rebuilt when the lines were doubled.

The now deep cutting continues heading due north, past the site of the first pedestrian crossing known locally as the Forty Steps, the name coming from the number of steps either side of the cutting. This was surprisingly closely followed by the Bambers crossing which was almost on the level, from the sand pit on the east side to waste land on the west.

NORTH UNION RAILWAY - The Route through Leyland in 1838



<To Preston

GRADIENT PROFILE

To Wigan >

At Turpin Green there was a level crossing, this was replaced in 1880 by a bridge slightly north of the original crossing; this, of course, then being replaced by the new Turpin Green bridge built in 1962 as part of the construction of the M6 motorway, which was again slightly north of the original bridge.

Between the Turpin Green bridge and the station the railway passes over the valley of Bow Brook which, whilst appearing shallow from either bridge, the view from below on the site of Leyland Paints/Brook Mill shows that the embankment is almost as high as the Shaw Brook embankment though not as noticeable.

#### The Station Site

In 1838, the station was built on the south side of a level crossing where the present day platforms 1 and 2 are situated, in fact the original stone platform can be seen from Platform 2 beneath the present Platform 1, from the site of the level crossing (where the gate leading to Golden Hill is situated on Platform 1).

The road system in the immediate area meant that the original line of Moss Lane and Preston Road met on the site of the island platform (Nos. 2 & 3), the only buildings in the vicinity being the Station Master's house situated on Platform 1, demolished in the 1970s, and a row of cottages which were demolished when the station was reconstructed and the Station Brow was made in 1880.

The reconstruction of the station in 1880 to accommodate four lines meant that the level crossing had to be replaced and the line of Moss Lane was altered to meet Preston Road at a more northerly point. A row of railway houses was later built on the line of the original road. The island platform was constructed with the two new lines bending both north and south of the station and bridge, a new platform being built on the Moss Lane side with a covered foot-bridge to all four platforms from the new booking office situated on the new bridge.

The booking office is typical of those provided by the LNWR from the 1870s, where a road over bridge crossed the line in the vicinity of a station, with brick lower levels and a timber upper floor, housing a booking hall reached from the road. In many cases, Crewe provided a boundary between differing divisional styles, but structures of this pattern could be found at Leyland in the north, or for example, Kilsby & Crick, on the Northampton loop line.

### The Goods Yard

Immediately beyond the station bridge, the lines lead off to the Goods Warehouse which had one run through track, the goods office being situated adjacent. The coal wharves were further down the brow with eight running lines, the longest terminating close to the goods yard gates almost opposite the Police Station. The sidings ran into the main lines prior to the bridge at Mill Street, controlled by the Leyland signal box.

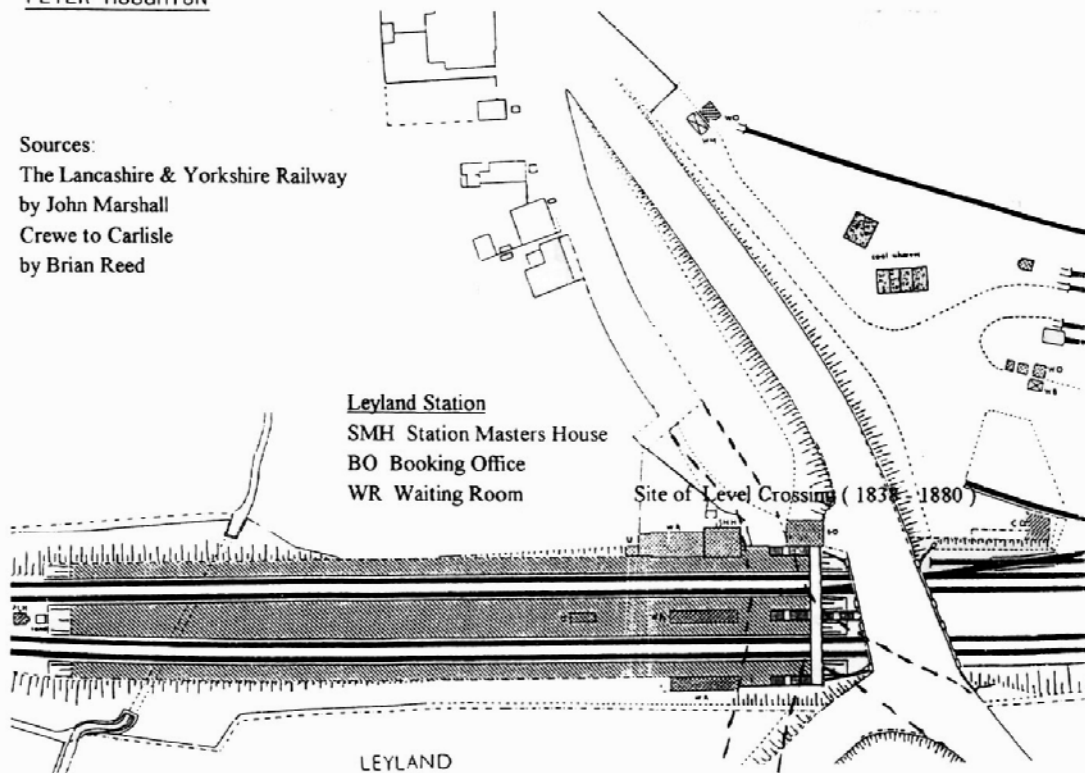
Following the bridge, we reach the site of Bashall's Sidings, whose signal box lay just 562 yards from the Leyland box. A private siding agreement for the Farington Mills (Bashall's Sidings) existed as early as 1864, when a large number of women went down to the railway siding and pushed the wagons up the steep and curved incline into the factory yard at the end of the Lancashire Cotton Famine.

Following a World War 1 connection for Leyland Motors (1914) Limited, the diversion of the bridge enabled extra connections to be made to the foundry buildings. The later sidings into the Spurrier Works which, though unused for many years, still contain a diesel shunter. This site hopefully will be Lancashire Enterprises new channel tunnel terminal, being the only signal controlled direct connection onto the West Coast Main Line.

PETER HOUGHTON

#### Sources:

The Lancashire & Yorkshire Railway  
by John Marshall  
Crewe to Carlisle  
by Brian Reed



## A SHIP CALLED WORDEN

In fact, to the writer's best knowledge, there have been four ships called "Worden". All of them were United States Navy vessels and sadly, all of them are no longer in existence.

As readers may know, the name Worden, place name and surname is in origin almost, but not quite, unique to the Leyland locality of Lancashire. As a surname it was carried over, in the mid-seventeenth century, to the emerging colony of New England (Plymouth Colony later absorbed into Massachusetts). The family surname thrived and many present Americans (who take these matters seriously) trace their origins from these early English settlers. One nationally famous Worden was posthumously responsible for the name of the four ships mentioned initially.

The Worden concerned was Rear Admiral John Lorimer Worden (1818-1897). Starting as a 16 year old Midshipman he rose through the ranks of Lieutenant then Commander and finally Rear Admiral, serving with distinction in many conflicts in spite of ill-health (he was described as thin and effeminate looking notwithstanding a long beard hanging down to his chest!). He was caught up in the American Civil War and was an early prisoner of war, being captured on a land mission by the Confederate forces. However, he was soon exchanged for a similar Confederate prisoner.

In January 1862 he was offered the command of the experimental iron-clad "USS Monitor" and recruited a volunteer crew. After some preliminary mishaps to the ship, in March 1862, under the command of Lieutenant Worden, it was involved in the famous battle with the much larger Confederate vessel "Virginia" (the former Union ship "Merrimack"). The Monitor was hit twenty one times but the cladding withstood the shells, Worden going on deck to check the damage.

However, he was blinded in one eye by a shell exploding near the wrought iron pilot house. On recovery his exploits were personally commended by President Lincoln. After a further distinguished career he died suddenly of pneumonia at his home on 18th October 1897. A state funeral was held for him, with President William McKinley, Cabinet members and military leaders in attendance.

Some five years later John Lorimer Worden was further honoured by the naming of a Navy ship the "Worden" (Torpedo Boat Destroyer 18). This destroyer served from 1901-1918 and was actively engaged in escort duty, patrol duty and anti-submarine warfare during World War I, retiring in 1918 when it was then sold to a private individual.

The second "Worden" (Destroyer DD 288) launched in October 1919 served in the Mediterranean, Caribbean and Atlantic then in 1931 was sold for scrap.

The third "Worden" (Destroyer DD 352) was launched in October 1934 on the American West Coast and spent her life in the Pacific, based in Pearl Harbour. When the Japanese attacked on 7th December 1941 she was badly shaken by a bomb but within two hours was out to sea attacking enemy submarines. Her World War II duty was in the south and east Pacific and she was involved in many of the major battles. In December 1942 she supported the invasion of Amchitka Island but was caught in a terrific storm and broke in two on rocks with the loss of fourteen lives.

The fourth named vessel "USS Worden" (Guided Missile Cruiser CG 18) was built in Maine in 1962/63. This was a formidable cruiser and for those interested, was 533 feet long, displaced over 8000 tons and her four 1200 psi boilers giving 85000 shaft horse power driving twin screws, gave the vessel a speed of over 30 knots. Also formidable was the complement of guided missile, rocket and torpedo launchers.

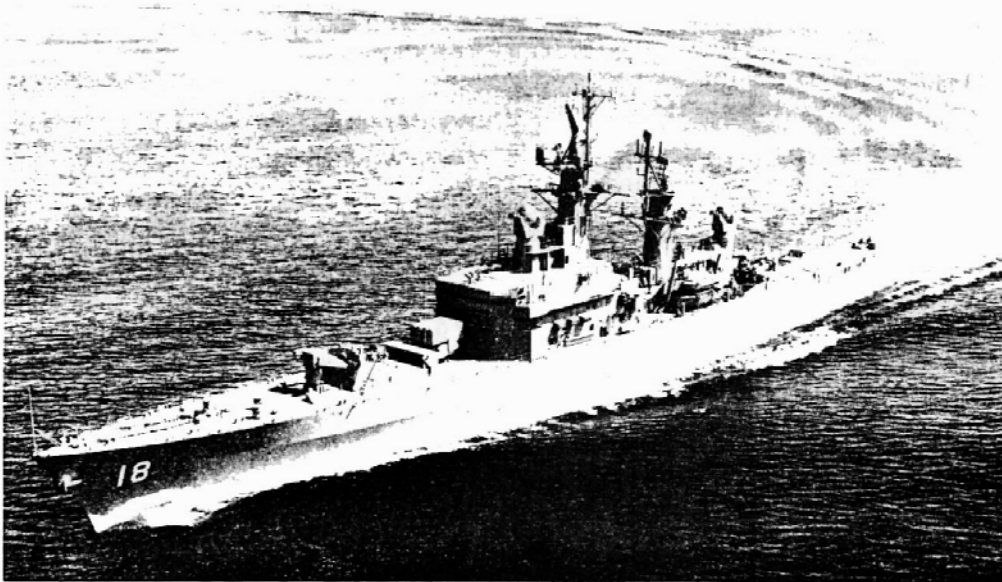
Among other actions CG 18 served in the Vietnam conflict, where she was hit by two missiles. In September 1990 she left Pearl Harbour and arrived in the Arabian Gulf in support of Operations Desert Shield and Desert Storm. The cruiser was further deployed in the area in October 1992 and January 1993.

"USS Worden", fourth of its name, was the first of the US Navy's Leahy class of guided missile cruisers to be struck off the Naval Register and was decommissioned at Pearl Harbour in an elaborate ceremony, on 1st October 1993, after over thirty years service.

SOURCES

1. WORDENS PAST (Journal of the American Worden Family Association)  
Articles by Robert L. Worden .... Vol. IV No. 2 October 1983  
and Vol. IV No. 3 January 1984.
2. Private communication from Waite W. Worden (Colonel U.S. Marines Retired).  
N.B. Waite traces his direct patrilineal ancestry from Peter Worden of Clayton-le-Woods who emigrated to America in 1636.
3. Hawaii Navy News October 1993

G.L. BOLTON



U. S. S. WORDEN (DLG-18)



## LEYLAND BLEACH WORKS

Readers of the Chronicle will remember Michael Park's excellent biography of John Stanning, which appeared in the 1992 edition of our journal. In the following article we return to the subject of 'Stannings', but this time looking at the background to the actual bleaching and dyeing industry there, rather than at the man whose name became synonymous with it. However, it is suggested that the biography of John Stanning should be read again in conjunction with what follows, because no article about the place could be complete without reference to the man.

Similarly no article about Stannings, or Shruggs to use its original name, can be complete without reference to the ffarington family or Worden Hall, for they were the owners of the property. John Stanning, his predecessors and indeed the Bleachers Association who followed were tenants of the ffaringtons and at all times answerable to them. This is made very clear in the indenture we have dated 1872, between Susan Maria ffarington of the one part and John Stanning, father and son, of the other.

The document is for the lease of Shruggs for just thirty five years at a yearly rent of £271.00. The terms of the lease are stringent and stipulate, amongst other things, that the Stannings should build, at their own expense, a dwelling house within three years (to replace that already existing) upon which they are to expend a sum of not less than £3,000.00. The house, gardens and surroundings are to be built and laid out "in such manner as Miss ffarington might approve of"; all approach roads are to be repaired regularly; mill buildings and property painted inside and out every three years etc. There was a penalty clause if these conditions were not complied with and, in the event of bankruptcy, the property would immediately revert to the ffaringtons.

Miss ffarington though strict was, however, a fair landlord and John Stanning and his son the best of tenants. It says much for all concerned that the association between them worked so well for so long. Broadfield, the Stanning residence, was a magnificent house costing double the amount specified; the reservoirs for the works were cleverly incorporated in the garden layout, as boating lakes stocked with brown and rainbow trout, and the old works buildings were gradually replaced by new modern buildings all built from the same Littlewood brick.

Following the deaths of Susan Maria and John Stanning, (in 1894 and 1904 respectively) the Lease continued to be amended and renewed as circumstances changed - right up until 1947 and the death of Henry Nowell ffarington, the last resident squire of Worden. Only at that point did the bleachworks and its residence, Broadfield, become the property of the Bleachers Association for the sum of £38,000.00

Before dealing specifically with Stannings, it is necessary to say a few words about the bleaching industry generally. Bleaching here in the north-west of England developed alongside the manufacturing part of the cotton industry; cotton being the textile ideally suited to chemical bleaching. In Bolton, for instance, at the turn of the century, there were no fewer than eighteen bleachworks working alongside the cotton mills. Strangely however, this finishing side of the cotton industry, i.e. that made up of bleaching, dyeing and printing, has received scant attention from Historians, who seem to concentrate almost exclusively on spinning and weaving.

Now the whole object of bleaching, as a finishing process, is to remove the fats and any other impurities present in the cloth, whether these are present naturally or have been acquired during manufacture. It is also to produce whiteness, a quality much sought after over the centuries, and to provide a uniform surface to cloth so that colour applied afterwards, either by dyeing or printing, will take evenly.



It is not the writer's intention to discuss here the chemistry of bleaching. Suffice to say that the basic principles have changed little since ancient times; the cloth still being treated alternately with alkali and acid solutions, interspersed with washing, and then exposed to a bleaching agent. It is only the actual chemical and mechanical processes that have changed and the increased speed with which the procedure is accomplished.

Bleaching may well have started at Shruggs as far back as the latter end of the eighteenth century, although Northbrook, immediately north of Shruggs and like the latter a ffarington property, is the first to be described as a bleachworks, in the survey of 1819. Both these places were endowed with good spring and well water. Recently, during alterations at Northbrook, one of the great wells was temporarily uncovered and it is known that a similar well existed at Shruggs. The presence of water in abundance was always a decisive factor in determining the site of a bleachworks. To the manufacturing side of the cotton trade water was never more than a source of power, whereas it is a basic ingredient of bleaching. The latter is essentially a wet process in which twenty to thirty gallons of water are needed, on average, to process one pound of cloth. The actual presence of water is therefore not enough; the bleacher has to ensure his water supply is consistently sufficient even during periods of drought.

To this end reservoirs were built. Sometimes these were huge like the Turton - Entwistle reservoir at Bolton, supplying water to several works. Sometimes they were only small schemes adjoining a single bleachworks as here in Leyland. The 1844 ordnance survey map of this area shows both Shruggs and Northbrook to have considerable reservoirs or mill ponds attached to them, fed not only by natural springs but by water from Bannister Brook and its tributary, the Northbrook. When in 1870 the bleachworks at Northbrook closed, water from these continued to be fed to Shruggs initially "along a winding reservoir", later by means of pipes. According to Mr. Reuben Brown, waterman at Stannings like his father and grandfather before him, this water supply tended to be polluted and carried a heavy clay content which had to be filtered off before the water could be used.

There is a vivid and strictly non-technical description of the Leyland Bleachworks, in the Chorley Guardian of January 1889. The reader is given a tour of Stannings which I will attempt to summarise here.

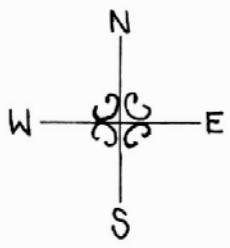
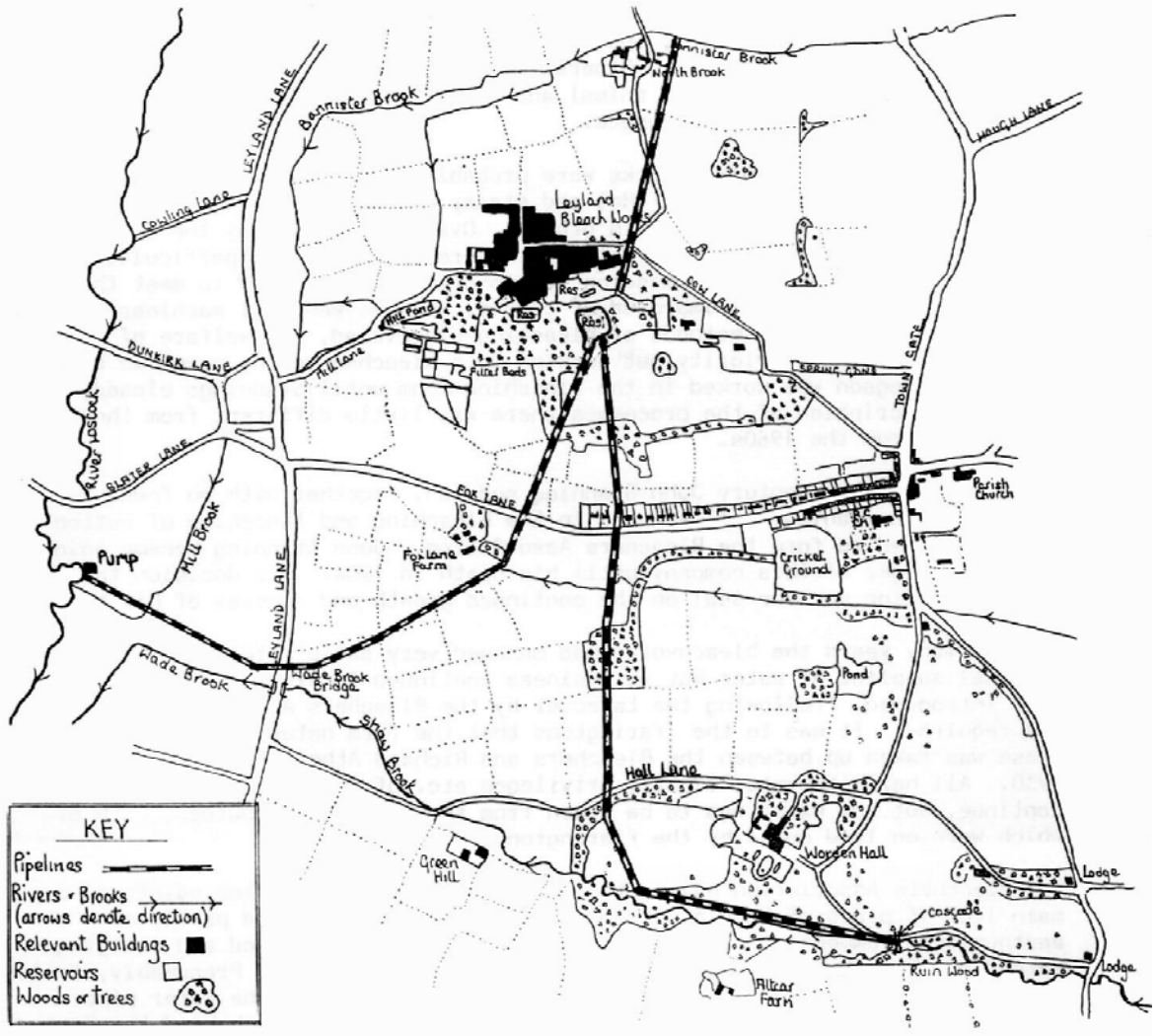
We begin in the "grey-room" where the unbleached cloth is received. Here, we are told, three or four men are busily piling up the cloth as it arrives. It is then marked with symbols in coloured thread, close to the heading, and sewn into lengths. This is the task of specially employed needlewomen and enables the different lots of cloth to be traced in their progress through the works. Once marked the cloth is "singed" by being passed over a hot plate in order to remove any loose fibres.

We move to the "croft" where the lengths, now twisted to form a long continuous grey rope, are placed in huge washing machines or "kiers" which force bleaching fluid through the cloth and drag it about through porcelain "eyes" from one deep vat to another. Each kier is capable of containing thirty-six miles of light cloth. At one stage the cloth is being showered with a chemical mixture, at another it is being "mercilessly boiled in soapy looking liquid".

From the croft the cloth disappears through a hole in the wall into the "scutchers" which forms an intermediate stage between the bleaching and finishing departments. Put very simply the job of the scutching machines is to untwist and straighten the cloth ready for "finishing".

MAP SHOWING WATER-SUPPLIES to

LEYLAND BLEACH-WORKS circa 1949



In the latter department the cloth is initially put through large mangles "some of which contain five or six bowls each weighing half a ton". It is starched and tinted by machinery, dried over hot cylinders and subjected to the ponderous looking "beetling machinery", whose wooden hammers beat it "apparently without mercy". If the cloth is unsuited to being dried over hot cylinders, it is stretched over a frame called a "stenter" and dried under tension thus restoring it to full even width and straightening the weft. An almost endless variety of shades or tints is achieved and "countless degrees of softness, stiffness, elasticity, roughness and smoothness in the finished goods".

Finally the cloth is taken to the "making-up room" where a number of women hook it up into laps and fold them, inserting coloured tissue paper under the first lap to enhance its appearance. Others tie up the cloth with ribbons, gold or silver bands, stamping it with animal and floral devices and, in some cases, with mottoes in different languages.

Although conditions in bleachworks were probably not as bad as in the cotton mills, they were not pleasant. Hot and steamy conditions existed in some parts of the works, cold and wet ones in others. Over everything lay the all-pervasive smell of bleach and chemicals. Long hours were often worked, particularly when finishers were working on commission for manufacturers and had to meet their deadlines. The situation improved of course, as time went by; machinery was modernised, new quicker methods of bleaching discovered, the welfare of the workers given higher priority but working in a bleachworks can never be an easy job. Mr. Gregson who worked in the finishing room until Stannings closed, said the 1889 description of the processes there was little different from those he remembered from the 1960s.

At the turn of the century John Stanning and Son, together with no fewer than sixty other companies, (all engaged in the bleaching and finishing of cotton goods) decided to form the Bleachers Association. John Stanning became joint General Manager of this company until his death in 1904. His decision to join the Association set the seal on the continued growth and success of his company.

Now for many years the bleachworks had managed very satisfactorily with its original supplies of water but as business continued to expand and new processes were introduced, (following the takeover by the Bleachers Association) more water was required. It was to the ffaringtons that the firm naturally turned. A new lease was taken up between the Bleachers and Richard Atherton ffarington dated 1910. All hereditaments, rights, privileges etc. of the old Lease were to continue, but now water was to be taken from two additional sources, both of which were on land owned by the ffaringtons.

The Bleachers Association gained the right to lay and thereafter maintain, a main line of pipes of 9" diameter made partly of cast-iron and partly of earthenware, commencing at a convenient point in Holt Brow wood and carrying water from Shaw Brook across Worden Park to the bleachworks. Presumably, following an engineering survey, this plan was amended for eventually the water pipe commenced not in Holt Brow wood but some distance downstream, behind the Cascade and within Worden Park itself. The intake point is still clearly visible, as are sections of the large iron pipe where it runs above ground through wooded areas of the park. There is also a large, rectangular iron plate which covers the remains of a mechanism for diverting the water back into Shaw Brook when it was not required. This lies in front of the Cascade and slightly to one side.



Pipe-line in Shaw Wood. Photograph courtesy of Mr. D. Harrison.

The second source to be tapped was "within and upon land situated at Old Worden", where the Bleachers Association were given the right, "to make and maintain wells, cuts, boreholes, pipes, channels, lodge and tanks for collecting and storing water". It was intended that a further pipeline should be laid to connect this Old Worden source with the line of pipes from the Cascade, but for some reason the plan came to nothing. The bleachers did, however, do much to improve the drainage scheme at Old Worden in order to increase the flow of water in Shaw Brook and so benefit the Cascade pipeline.

Even by to-day's standards the construction of the pipeline between the Worden Cascade and the bleachworks was no mean engineering feat, particularly as the whole system was to be gravity fed. Standing in front of the Worden Cascade one would swear that the pipe must run uphill between there and the bleachworks. I have it on the authority of Mr. Brown, the waterman, that the actual drop between the two points is as little as 42" and that it took local men with local knowledge to gauge the correct line for the pipe to follow, after experts had failed.

Between the two wars Stannings continued to prosper. The firm mainly concerned itself with the finishing of lighter quality goods; mulls, voils, lawns and the like and specialised in the production of finishes of distinctive character better known abroad than here in the home market. Goods were sent as far afield as India, Burma, the East Indies, the Eastern Mediterranean, certain parts of Africa and to America. Even during the years of the depression the firm was able to continue producing goods for export. Other firms were not so fortunate, for the slump forced the Bleachers Association to embark on a policy of concentration. A section of Richard Ainsworth and Son joined Stannings from Halliwell so did Stevenson McKellar and Company of Glasgow.

At the beginning of the second world war when the Royal Ordnance Factory was built at Euxton, a dispute arose between the Bleachers Association and the R.O.F., each claiming rights to water from Old Worden. Eventually the matter went to arbitration and it was decided that to compensate the bleachers for the loss of water from Old Worden, the R.O.F. would build the company a pump house on the river Lostock, west of Leyland and a new water pipe would be laid directly across from there to the bleachworks. This again was over ffarington land, beneath what is now Wade Hall estate and St. Mary's playing fields. This time, however, an electric cable was laid alongside the pipeline so that energy could be supplied from the works to pump the water. Mr. McGoff, electrician at the bleach works at this time, well

remembers dark nights when the water supply from the Lostock failed and he was obliged to trudge across the fields to the pump house to put the matter right. The pump house has gone now but it lay immediately upstream from where Mill Brook discharged the outflow water from the bleachworks and the site is marked on the accompanying map. It was obviously an improvement on the Old Worden water supply, though trouble arose when the Lostock flooded (as it did occasionally following heavy rain) and the pump engine was submerged, necessitating expensive overhaul.

At the outbreak of the second world war Stannings was one of the first members of the Association to change over to processing textiles for service purposes just as they had during the first world war. This was no mean achievement for plant designed to cope only with the flimsiest of cotton goods, required extensive modification in order to content with the more robust service textiles. In addition new methods of dyeing and finishing were needed.

It was estimated that during the war period 150,000,000 yards of fabric were produced for service men and women. This included white cotton drills to be made into snow suits for use in Norway and Russia, vast quantities of cellular cloth for underwear in the tropics and several million yards of khaki drill. Special cambrics were produced for oilskins and gas-proof clothing and the firm did much to develop the scouring, dyeing and finishing of cotton parachute cloth for the airborne divisions. The latter was inspected by a team of girls and the work was not only tedious but hard on the eyes. No complaints were ever received. The list of experimental work undertaken by Stannings in these years is impressive and much of it stood the firm in good stead for continued use after the war; particularly the newly acquired ability to dye artificial fabrics even fibreglass, by normal dyeing techniques, and the fact that they were able to produce textiles that were unshrinkable, using the Bleacraft Sanforized finish.

In 1945 when the war ended, the reputation of John Stanning and Son had never been higher. Why then did the firm close down just over twenty years later - on the 25th January 1968? Many theories can be put forward to account for the closure of an individual firm but behind any local reasons lie the real causes. Firstly, the continued contraction of the cotton industry, to which bleaching and dyeing was so closely allied and which in all truth had begun as far back as the depression of the thirties. Secondly, a parallel contraction by the Bleachers Association and thirdly, the fact that so much of the work carried out at Stannings was designed for export and was now being done more cheaply by those countries who had previously been the firm's main customers.

There is little left to-day of John Stanning's proud achievement; his beautiful mansion was demolished even before the firm itself closed down and new houses cover the site of the bleachworks. All that remains are the reservoirs that were such a feature of the gardens at Broadfield, an open area around them, some fine individual trees and part of the old woodland. Even the old familiar name of 'Stannings' has gone, the whole area has now reverted to the original title of "Shruggs". Just recently however, walking round the reservoirs and thinking sadly how quickly time sweeps everything away, I was given a ghostly reminder of the past. Suddenly, and seemingly out of nowhere, I caught the faint, yet unmistakable smell of bleach.



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## ELIZABETH SHORROCK



### CHORLEY GUARDIAN AND LEYLAND ADVERTISER - 31ST OCTOBER 1874

#### 'The Late John Stanning of Leyland'

The sermon preached on Sunday morning last by the Rev. T.R. Baldwin, Vicar of Leyland, had special reference to the death of John Stanning, Esq., Leyland. The Vicar referred to the deceased as a man of great liberality, the highest integrity, and possessed with an earnest desire to affect the moral improvement of the locality.

(This, of course, refers to John Stanning Senior. For more information see Michael Park's article on John Stanning Junior in Lailand Chronicle No. 38 December 1992).

### PRESTON GUARDIAN SATURDAY 5TH SEPTEMBER 1914

The firm of Messrs John Stanning and Son Ltd., bleachers and dyers, Leyland, have posted notices promising to pay half wages to any employee who enlists in the Armed Forces and to reinstate them on their return.

"One wonders if they were able to honour this promise. The thinking at the time was that 'the War will be over by Christmas'. Sadly, many of their employees did not return".



### THE WHITESIDE FAMILY - AN UPDATE

A biography of the Rev. Richard A. Whiteside of Leyland, a CMS Missionary, appeared in the Lailand Chronicle No. 38, December 1992. An account of the Golden Wedding of his parents has provided additional information on the family.

Richard and Emily Whiteside were married at St. Paul's, Preston, on the 20th April 1878. Richard, a native of Preston, is now (1928) 70 years of age and Emily, whose home was at Flookburgh, is 69.

Two years after their marriage they went to America with their young son Richard and stayed there for some six years. On returning to England they came to live in Leyland.

The Whitesides had four children: Richard Alexander the eldest; Joseph, in 1928 Sub-Postmaster at Leyland Lane, and their daughter Mrs. Nelson who was living at Littleborough. Their third son, William, had emigrated to Canada but returned to England in 1916 to fight in the Great War with the 10th Brigade of the Canadian Field Artillery. He survived the war and returned to Canada.

In 1924 it was proposed that a brass tablet should be placed in Leyland Parish Church to the memory of the Rev. R.A. Whiteside and, also, that a memorial should be erected to him in Mienchow in China. The proposal had been made in the incumbancy of the Rev. D.J. Stather Hunt, but Mr. Hunt had to resign on grounds of ill-health and it seems that the proposal was never acted upon - certainly there is no memorial in St. Andrew's Church and no reference to one in China has been found.

(Composed from newspaper reports of 1916, 1924 and 1928).



### 'FIFTY YEARS AT FOX LANE'

Congratulations to Mr. W. Wilmot on completing his half century (in years) with the Leyland Cricket Club. One of the associates of Albert Ward, J. I'Anson, W. Hibbert, Jack Sharp and the brothers A. and H. Tinsley, who helped to earn the club its title of "Nursery of Lancashire". He took part in the tours made by the late Mr. John Stanning's team all over the country.

A brilliant stumper, he only let two balls escape when playing in 1900 for Derbyshire against the Australians who made 543 runs! He was deadly at the other end of the pitch too for in 1918 he took all ten wickets against Cherry Tree for 27.

His 118 not out in 1899, was the first century on the Bull Hey Ground, Wigan. He scored 1,054 runs for Leyland in 1900.

From 1916 to 1936 he was groundsman and though he gave up playing with the first team when the club entered the Ribblesdale League, younger players and students at the Grammar School benefitted from his skill and patience as a coach. To-day he is following the game actively as an umpire.

- Leyland Guardian 22nd June 1945 -

SETH WOODCOCK, VICAR OF LEYLAND 1494-1516

Seth Woodcock was appointed Vicar of Leyland on 11th September 1494 and references to him occur in a number of printed sources. In books on Lancashire he is described as the possible builder of the tower of Leyland parish church (Victoria County History of Lancashire Vol 6 (1911) page 5 nl) as Cardinal Wolsey's chaplain (Lancashire by Arthur Mee 1936 page 145) and, if he can be identified as Seth Woodcock, priest, as a younger son of Seth Woodcock of Cuerden and brother of William Woodcock who married Alison Livesey from whom descended the subsequent family at Cuerden which is in the parish of Leyland (W.A. Abram History of Blackburn 1877 page 733).

The name Seth Woodcock also appears in printed material relating to parts of the South of England. A.R. Emden's Biographical Register of University of Oxford to 1500 (1959) notes that a Seth Woodcock described as a Bachelor of Canon Law, of which the principal school in England was at Oxford, was appointed Rector of Latchingdon, Essex on 18th May 1515. The Archbishop of Canterbury was the patron of Latchingdon and Archbishop Warham's register (vol.II, folio 357) confirms the appointment of Master Seth Woodcock, Bachelor of Canon Law, on 18th May 1515. Emden speculates that it was the same Seth Woodcock who was appointed Vicar of Dinton Buckinghamshire on 15th May 1498. The patron of Dinton was the Convent of Godstow, Oxfordshire and that of Leyland was Evesham Abbey in Worcestershire. Emden also mentions that Seth Woodcock was an executor of the Will of James South or Zouche dated 16th October 1503 and proved in the Prerogative Court of Canterbury in 1504 (PRO ref PBOB 11/14 f.18-20).

Seth is an uncommon Christian name. It was the name given by Adam and Eve to a younger son born after the death of Abel. The Oxford Dictionary of Christian Names (2nd edition 1963) states that it was used as a Christian name after the Reformation, the earliest example noted being Seth Holywell (died 1559) whose name occurs in a Huntingdonshire clergy list. Seth Woodcock Vicar of Leyland pre-dates Seth Holywell and the Vicar of Leyland's supposed father Seth Woodcock is mentioned in Deeds of 1445 and 1456. The original Deed of 1456 survives in the Chetham Library, Manchester (ref B 32/118). It is a contract, with provisions for the maintenance of the parties, for a child marriage for William son and heir of Seth Woodcock and Agnes his wife, and Alison daughter of William Livesey.

Another early example of the Christian name Seth in the parish of Leyland is in the printed Pleadings and Depositions in the Duchy Court of Lancaster (Lancashire and Cheshire Record Society Vol 32 page 19, 1896) which in pleadings dated 1502/3 contains a complaint by Seth Sumpnor that whilst he sat "playing" for ale with Thurstan Wodcock the latter struck him on the face.

Whilst the rarity of the Christian name might suggest that the Vicar of Leyland was also Rector of Latchingdon and Vicar of Dinton, there is evidence in the British Library and Public Record Office which establishes that they are the same man and that Seth Woodcock held livings in the south of England. One piece of evidence is an abstract in the British Library (Add MS 32109 f.92) of a Deed dated 19th November 1506 by which Richard Kuerden of Kuerden made a settlement. This names four feoffees of whom the first was William Woodcock and one of the witnesses to the Deed which is described as made at Kuerden was Seth Woodcock bachelor of Canon Law. The only other reference to Seth Woodcock as a bachelor of Canon Law is the appointment of the Rector of Latchingdon. This abstract therefore establishes that the Essex rector was also active in the parish of Leyland.

The other piece of evidence is perhaps more interesting. It is a Deed in the Public Record Office (Ancient Deeds E 326 8382) dated 8th October 1495. Seth Woodcock is the first named bondsman in a bond for £100 to the prior of Arbury in Warwickshire and he is described as Vicar of Leyland, Lancashire and Vicar of Egham, Surrey. This is the first mention of Egham, which includes Runnymede and is on the Thames opposite Windsor, in connection with Seth Woodcock. Manning and Bray's History of Surrey (1814) Vol III page 261 gives the patron of Egham as the Abbot and Convent of Chertsey and the Vicar appointed on 16th October 1489 as Seth Woodlock (sic). One of the witnesses to the Will of William Clerke alias Smyth of Egham dated 20th February 1490/1 and proved in the Prerogative Court of Canterbury on 9th March 1490/1 was "Seth Woodcoke Vic. de Egham".

A papal dispensation was required when a man held more than one living and there is a dispensation dated 2nd October 1492 (Calendar of Papal Registers Vol XVI 1492-1498 (1986) no. 179) by Pope Alexander VI to Seth Vuodcok (sic) perpetual vicar of the parish church of Egham in the diocese of Winchester at his supplication to receive and retain for life together with the vicarage of Egham one and having resigned it any two other benefices. Such a form of dispensation occurs frequently. Less than two years later he became Vicar of Leyland and presumably had to resign Egham on becoming Vicar of Dinton, Buckinghamshire on 15th May 1498. He had resigned it before his death as at an uncertain date between 1501 and 1511 (Early Chancery Proceedings 182/13) the Vicar of Egham is recorded as being named David Yale.

There is further interest in the Deed on two counts. One is the reason for the bond and the other the connection with Arbury. The condition of the bond was that the obligation to pay £100 was void if the bondsmen paid an annuity of £8 per annum to James Souche, which had been granted by the Prior of Arbury to Souche for life by letters patent dated one week earlier than the bond (i.e. 1st October 1495). The second and third named bondsmen, Sir Alexander Hoghton and Sir William Faryngton, were both natives of Lancashire and the other bondsmen were either resident in Lancashire or had surnames of Lancashire origin (Gilbert Urmeston of Leigh Esq., Henry Faryngton of Leyland Esq., John Clayton of Clayton Esq., Oliver Somner Rector of Tackley, Oxfordshire, William Urmeston Rector of Whitchurch, Warwickshire and Vicar of Leigh, Lancashire, John Urmeston of Leigh, gentleman, William Banester of Walton le Dale, gentleman and James Anderton of Leyland, gentleman).

James Souche, the beneficiary of the annuity, was the man of whose Will Emden noted that Seth Woodcock was an executor. In the Will dated 16th October 1503 and proved on the 12th February following the testator describes himself as James Sowch of Oxford gentleman and leaves money for masses to be said at Ormskirk in Lancashire for the souls of his parents William and Jane Sowch. The Will also contains the following clause: "I bequeth for the makyng of a tombe of marbyll to be set apone my grave ther X li (£10) to be takyn of such money as M. Seth Woodcoke owyth unto me wych ys the same sune and none other". The place where the tomb was to be erected was St. Frideswide's Oxford and he gave detailed instructions as to its location in St. Frideswide's. Seth Woodcock also received a legacy of 5 marks (a mark was 13/4) to be taken and levied of the prior of Burchester (Bicester, Oxfordshire). The executors are named as Masters Edmund Crofton, John Cleymond, Nicholas Bradbryge, Seth Woodcock, Thomas Kay and Edmund Bury. Only Thomas Kay and Edmund Bury proved the Will.

The other point of interest is why should Seth Woodcock be the first named of a list of prominent Lancashire men liable for an annuity granted by a priory in Warwickshire. In 1445 the Augustinian Canons of Arbury (or Erdbury) in Warwickshire obtained licence to acquire lands to the value of 100 marks per annum and in 1446 had letters patent for the appropriation of the rectory of Leigh in Lancashire (VCH Lancs III p.416). A Deed of 4th October 1454 survives in the Public Record Office (E 326/8767) by which the prior of Arbury granted

an annuity of £6 8s 0d to the Dean and Chapter of Lichfield for the appropriation of the church of Leigh in Lancashire. The name of the Prior was William Woodcock and according to Sir William Dugdale (*Antiquities of Warwickshire* 2nd ed Vol II (1730) 1076) William Woodcock probably became Prior of Arbury in 1452 and resigned on 3rd September 1456. It is not known whether William Woodcock was related to Seth Woodcock but the acquisition of property in Lancashire by a Warwickshire Priory in the mid-fifteenth century suggests some connection with that county and some relationship between the two men, perhaps that of uncle and nephew, is suggested by Seth Woodcock's subsequent link with Arbury. Arbury is in the parish of Chilvers Coton and Dugdale also records that the Vicar of Chilvers Coton appointed on 28th March 1435 was "Frater Will Woodcote (sic) Canon de Erdbury". William Woodcote's successor was appointed on 1st April 1452, the time that William Woodcock became Prior of Arbury and as the Vicar was a Canon of Arbury and the Priory held the advowson it seems possible that it is the same man. Woodcote being a misreading of Woodcock.

William and Seth Woodcock were not the only clerics connected, or possibly connected with Leyland in the second half of the fifteenth century. In 1524 Sir Henry Faryngton founded a chantry at Leyland Church (*Chetham Society 1st Series* Vol 60 pp 184-6). The trustees were for the most part "to be alway of the sirnames of Farington and Wodecok", and there were to be masses for the souls of Peres Woodcock sometime parson of Sterston (i.e. Starston not Sturston) in Norfolk. Peres or Peter Woodcock was appointed Rector of Starston on the borders of Norfolk and Suffolk in 1478 (*Blomefield History of Norfolk* volume V page 349). He was apparently dead by 1515 when his successor obtained the benefice by lapse. The patron was Elizabeth, Duchess of Norfolk. There are seven Deeds relating to land in Starston. Needham and Pulham in Norfolk in the Public Record Office (E 326/4184, 4853, 11936, 11937, 11942, 11943, 11957) in which Peter Woodcock occurs often in conjunction with a family named Lemmon. A family named Lemmon or Lemon also held land in Cuerden and Walton le Dale and appear with the elder Seth Woodcock in a Deed of 7th July 1445 (Add MS 32109 fo 75). In this Deed Robert Lemon deputised and set up in his place Seth Wodecok his attorney to confirm his name and the Deed also mentions Richard Wodecok described as a chaplain.

The existing printed references to Seth Woodcock in Lancashire are to his possible building of the tower of Leyland Parish Church on top of which is a crudely carved bird resembling a woodcock and to his being Cardinal Wolsey's chaplain. The number of benefices which he held and his degree from Oxford would seem to make it more rather than less probable that Seth Woodcock was responsible for the tower in his ancestral parish and had the ability to achieve it.

The statement by Arthur Mee that Seth Woodcock was Cardinal Wolsey's chaplain is more puzzling. Thomas Wolsey was born at Ipswich in about 1475 and was educated at Magdalen College, Oxford, where he graduated BA in 1490. The first reference to Seth Woodcock is when he is described as a chaplain of Leyland on 1st May 1488 (*Chetham Society 1st Series* Vol 60 page 182 footnote), the year before he was appointed Vicar of Egham in 1489 when Wolsey was still aged 14. Wolsey was junior and then senior bursar of Magdalen College between 1498 and 1500 resigning as senior bursar in 1500 for applying funds to the completion of the great tower without sufficient authority. Wolsey was ordained in 1498, the year in which Seth Woodcock acquired his third benefice Dinton in Buckinghamshire. Wolsey was instituted Rector of Limington in Somerset in 1500 and obtained a dispensation in 1501 to hold two other livings in conjunction with Limington.

Wolsey became the King's chaplain in about 1507, Dean of Lincoln in 1509, a Canon of Windsor in 1511, both Bishop of Lincoln and Archbishop of York in 1514 and a Cardinal in 1515. It was the Archbishop of Canterbury, William Warham, who was

the patron of Latchingdon, of which Seth Woodcock became Rector on 18th May 1515. Some time between the 18th May 1515 and 28th April 1516 Seth Woodcock must have died as his successor was appointed in Leyland on that date, the reason for the appointment being the death of Seth Woodcock. A new incumbent was appointed at Latchingdon on the 23rd May 1516 and at Dinton on the 26th November 1516. The record of the date of appointment of a successor at Egham is lost, but if no further dispensation was obtained it was presumably resigned in 1498 when he obtained Dinton.

Although there is no evidence of any connection with Cardinal Wolsey, Seth Woodcock's career provides a good example of the variety of interests and sources of income enjoyed by a Vicar of Leyland shortly before the Reformation.

#### THOMAS WOODCOCK



PRESTON GUARDIAN SATURDAY 7TH NOVEMBER 1914

Mr. T.H. Roberts, Farington House, Farington, has had his 33-35 h.p. car converted into a Motor Ambulance, with four stretchers, for the Red Cross Hospital which has been organised by Countess Helene Gleichen and Lady Eva Wemyss. The work of conversion has been carried out in accordance with the Red Cross Society's requirements, by Messrs W. Harding and Co. Ltd., Preston. The hospital, the personnel of which will comprise three doctors and eight nurses, is being at once taken to the front at the expense of Lady Wemyss. Mr. Roberts' brother, Mr. Norman Roberts, Llandudno, is having his car converted for a similar purpose and intends taking it to the Continent and driving it himself. The directors of the Wood-Milne Company, Preston, have given the cost of a car through "The Times" fund to the Red Cross Society.

(The Roberts family were the proprietors of the Wood-Milne Rubber Company of Leyland and Preston).

#### ROBERT NEWSOME - A LEYLAND CRICKETER

Robert Newsome, Leyland Cricket Club's first professional, died suddenly on the 9th July 1885 of natural causes.

He had been engaged as professional some years earlier and is believed to have played his first game for Leyland on the 10th May 1879. Proficient with both bat and ball, in this match he was run out having scored 19 runs and then proceeded to take five wickets. Leyland were all out for 95 and then dismissed their opponents, Kirkham, for 43 runs.

Newsome played his last game for Leyland at Fox Lane against Manchester on the 1st July, only eight days before his death. A much respected member of the Club, at the time when John Stanning himself was playing for the team; he left a widow and two children.

His grave is in the eastern section of Leyland parish graveyard and is just to the left of the path from the Old Grammar School to what used to be the gate leading to the Vicar's Fields. The inscription reads: Robert Newsome, Cricketer. Died 9th July 1885, Aged 35 years. Erected by his numerous friends in Leyland.

## LEYLAND & FARINGTON CO-OPERATIVE SOCIETY

The Leyland & Farington Co-operative Society was at one time the largest provider of food and non-food requirements for the village and later town of Leyland and its close but clearly separate neighbour Farington. Following the establishing of the Society in 1875, the first quarterly balance sheet which was published on 21st September showed how the Society had already become successful.

	£	s	d
Value of Goods sold to Members	977	8	4
Dividend to Members at 1/6 in the £	33	3	0
Share Capital	825	15	6
Interest on Share Capital	9	15	11
Number of Members	123		

In 1904 the Society had 1123 Members, a share capital of £17,000 with twenty six employees on the distribution side and seventeen employees on the productive side. With a years sales totalling £34,000, the Society paid a Dividend of 3s 3d. In the years leading up to World War I, the Society continued to grow with the figures as follows:-

Year	Members	Share Capital			Sales			Divi & Interest		
		£	s	d	£	s	d	£	s	d
1910	1513	25517	5	4	40250	9	4	7117	12	7
1911	1592	27437	1	5	42415	3	10	7324	12	6
1912	1597	30128	13	4	45360	15	11	7880	15	3
1913	1706	32304	13	3	46267	15	11	8097	7	11
1914	1757	32033	17	4	48161	7	6	8344	1	0
1915	1842	33083	1	11	52026	7	8	8672	5	3

The subsequent history of the Society can be found in the individual stories of the buildings that made up the organisation.

### Preston Road

Known as Farington Road Co-op, this branch served Farington and that part of Leyland "over the Station Bridge". It also had a large delivery trade covering the area Lancaster Lane, Wigan Road and Cuerden. For many years a Manager of this shop at the junction of Preston Road and Derby Street was the first President of the Leyland Historical Society, Mr. Nowell Banister.

### Golden Hill

This was the original shop and distribution centre and still shows signs of its original use even though it is now a restaurant. A well-known Manager in the 1930s and through the years of World War II was Tom Marsden. The Co-operative Society built their stores to a regular plan, ground floor shop and upper storey for storage of the bulk supplies. These were "chuted" down to the cellars where the "bagging up" of the flour, sugar, rice, etc., was done on a Monday morning. The hoist can still be seen on the west side of the building down the back entry between Golden Hill Lane and Grundy Street with "Leyland & Farington Co-operative Society" picked out in cast iron.



### Main Store/Head Office

This fine building on Chapel Brow dated 1903 was the headquarters of the Leyland and Farington Co-operative Society. The shop was the non-food department of the Co-op; drapery, furnishings, electrical goods and footwear with a boot and shoe repair service. The upper storeys were the offices of the Society. Many people will remember Harry Butterworth who was a Manager here.

A long remembered feature of this store was the payment of the quarterly "divi". There were two distinct systems for recording the sales to individual members of the Society, the method used by the Leyland & Farington Society was known as the "Eccles", whereby the member received a duplicate receipt which was then attached to a gummed sheet and at the end of the period, the sheet was presented at the Society in order that their "divi" could be calculated. As a matter of interest, the other system was known as the "Climax", requiring a third receipt which was filed in membership number order at the Society, the Society in this case keeping the members records, whereas the other system relied on the member keeping the record. The queue that formed on the day the dividend was paid often stretched down Chapel Brow passing the Gas Works and even turning into Hough Lane. The store closed in 1970 when the new store was opened on Towngate. The site is now occupied by Rimmers music shop and a computer software office upstairs.

### East Street Warehouse

The Warehouse and Bakery for the Society was built on East Street just past the Palace Cinema. The buildings are now occupied by Lanes Decor. There was also stabling for the horses (most deliveries were done by horse and cart), and garaging for the Society's motor vehicles. Charlie Rogerson was Warehouse Manager here for many years.

### Turpin Green Lane Butchers

This store was the main Butchers shop supplying the other shops also at one time selling fish. The building then became a second hand store and now sells office equipment.

### Canberra Road

This was completed just before the start of World War II. Dated 1938 it seems to have followed the pattern of the earlier stores in layout but had a much more modern appearance, which fitted in well with the new houses that were built on Canberra Road and streets off in the 1930s. The first Manager is believed to have been Joe Dunn. It is now Stan Wilson's motor accessory shop.

### Hough Lane Chemists

For many years this was known as the Central Pharmacy run by Mr. M.A. Simmons M.P.S. His own product, Nervac, was famous locally and was known as the 15 minute headache cure. The premises were on the corner of Northcote Street and Hough Lane, the shop closing when the chemists was transferred to the new store on Towngate in 1970, eventually moving to the newsagents at the Cross.

### Hough Lane

This shop was purchased by the Co-operative Society from Mr. Parkinson who ran the Cash Corner general store. For many years, Frank Holmes was the Manager of the shop which is now a turf accountants.

## Towngate

Jack Frodsham, who provided much of the information for this article, started work at the Towngate store in 1926, when the Manager was Bob Ryding and John Staples was Under-Manager. Built in 1900, this was typical of the Co-op stores of the period. Centrally heated by coke stoves with cellar and upper floor storage access to which was by a door which is now built up. The hoist can still be seen at the rear of this building which is now occupied by Bill Nickson Cycles. This shop had a delivery service which included the Runshaw area of Euxton.

## Main Store, Towngate

The first stage of the redevelopment of Central Leyland by Metrolands began with the new Co-op Superstore and the adjacent shop units and open air market. What started in 1970 as a modern, thriving store gradually succumbed to the changing economic climate of the late 1970s/early 1980s, finally closing down in 1987. Since then it has stood empty merely adding to the scene of dereliction that is now the old centre of Leyland.

## The Cross Chemists

With the closure of the main store on Towngate, the Co-op acquired the newsagents at the Cross, known to generations of Leylanders as Threlfalls, and moved their Chemists Department into this property where it remains.

## Leyland Lane

Located on the corner of Cowling Lane, this busy store had a big order trade. Two boys cycled the country district of Moss Side and Ulnes Walton twice a week taking orders which were then delivered by horse and cart. In the 1930s a George Woodley was Manager here followed by John Staples. On the other corner of Cowling Lane was a Co-op drapers with Nellie Baron, the Manageress. The small shop next door which is now a Vets was a boot and shoe repair shop and cloggers.

## Leyland & Farington Co-operative Society

By World War II, the Co-op had eight stores plus the warehouse and bakery on East Street and some 100 employees. By 1942, 37 of the men were serving in H.M. Forces. Apart from the stores, a big feature of the society was the door to door delivery service and not only grocery deliveries. Milk floats, butchers vans, fruit and vegetable carts and coal deliveries were all part of the day to day work of the society and a part of the scene of every day life in Leyland and Farington. The Society was taken over by the Preston Co-op in 1963, and soon after in 1968 the Preston Co-op became part of Greater Lancastria Co-operative Society.

Perhaps in these days of supermarkets and car ownership, this may seem an outmoded form of trading, but the Co-operative Movement, which had its roots in Lancashire, had much to commend it.

Information supplied by Member, Jack Frodsham, and the Co-operative Union Library.

## PETER HOUGHTON AND W.E. WARING

"The Co-operative movement was begun in Britain by the Rochdale Society of Equitable Pioneers in 1844: this year celebrates the 150th Anniversary of the movement.

Since the above article was written the Chemists Department of the shop at the Cross has closed down leaving the Newsagents Department as the last representative of the Co-op in Leyland".

## SINGLETONS OF LEYLAND

The bus and coach firm of Singletons was founded in the 1880's. Responsibility for the day to day running of the firm was in the hands of Catherine Singleton as her husband had died in his early forties.

Catherine had two sons, John and Robert, and Robert had four children, Tom, Dick, Bessie and Annie. Dick was employed as a wheelwright at Leyland Motors and was killed at the works by a delivery lorry. Bessie married a Francis Ball from Bury-St.-Edmunds, but he was known as Dick.

The firm was established at Golden Hill near to the Police Station. The station there is no longer in use as a more modern one was built at Lancaster Gate in 1992/93.

As mentioned, the responsibility for management was Catherines: she was always known as Kit. It should be appreciated that a woman in charge of this type of business was very unusual at that time and she had to be very strict to ensure that the male employees did not take advantage of a woman in a management position.

The services operated by Singletons were varied. They were responsible for delivery of the coke for the heating of churches etc., and were employed by the Rubber Works in Leyland to carry their materials and goods to and from Leyland Railway Station. The firm also operated a taxi service.

Coaches were provided to meet people arriving at Leyland Railway Station and to transport them to their required destinations. Coaches hired privately for parties often meant long nights for the coachman and his horses, the time for ending the parties often being a variable factor!

An emergency ambulance service was also provided to Preston Royal Infirmary. The coachman was Mrs. Ball's husband, Dick, who was employed on a part-time basis. In one instance he was late in returning home. On being asked why he had taken such a long time, he replied that they were taking a woman to the hospital maternity ward and on the way the baby arrived.

A coach similar to those used by Royalty was provided for weddings. This was driven by Tom Singleton, Mrs. Ball's brother, and was also used to carry the Leyland May Queen. A more sombre aspect of Singleton's trade was that they not only provided the transport for funerals but also the coffins.

In the early days the coaches were horse drawn, and for this purpose a hundred horses were in use. Singletons had their own wheelwright to maintain the coaches but later motor transport was introduced.

Singletons, in conjunction with a Mr. Bridge, started a bus service to Preston using a wagonette; this service would pick up anywhere along the route. Later, as motor buses came into general use and competition between companies became fierce, they would race each other to pick up the passengers! A service was also provided to Blackpool and Southport and, at a much later date, a motor coach to take supporters of Blackburn Rovers to Ewood Park - the writer's father used this service.

As can be seen from the article Singletons not only ran their buses but provided a number of additional services. Unfortunately, Singletons is no longer in existence. A firm from Wheelton by the name of Millers bought them out, but only required the garages for a depot. Then, in 1963, John Fishwick and Sons acquired the premises as a starting point for their excursions. Eventually the premises fell into disuse as a garage.

The writer is deeply appreciative of the generous help that Geoff and Alma Singleton, and Mrs. Ball, gave in the compilation of this article.

A.W. SEGUSS

JOHN WOODCOCK O.F.M. - A LOCAL MARTYR

- A Critique -

Blessed John Woodcock of the Order of Friars Minor, the son of Thomas and Dorothy Woodcock of Clayton in the parish of Leyland, was martyred at Lancaster on the 7th August 1646.

Little is known of his early life or of his last two years when, having returned to England from the Continent in 1644, he was apprehended as a Catholic priest and imprisoned in the gaol at Lancaster Castle. With the Civil War at its height no Assize was held at Lancaster until the Summer Assize of 1646 when he was tried and condemned to death.

By the late 19th century a tradition had grown about John Woodcock. With his family and place of birth; his life with the Franciscans on the Continent; his return to England and finally his martyrdom at Lancaster all described precisely, it seems that little is lacking in the story of this Lancashire Martyr.

THE LOCAL TRADITION - From early 20th C. accounts.

The tradition as recorded in early 20th century printed sources suggests that John Woodcock, born in 1603, was the son of Thomas and Dorothy Woodcock of Woodcock Hall in Cuerden. It further states that his father was an apostate having conformed to save his estate but his mother was a pious Catholic and daughter of the Lord of the Manor of Clayton, James Anderton Esquire.

At the age of 19 John, who suffered much from his hard father, fled to his grandfather's house at Clayton Hall and there was converted to the Catholic Faith.

In 1628 he crossed to the Continent and entered the English Jesuit College at St. Omer where he stayed for one year before moving on to the English College, Rome, to study for the priesthood.

John's life on the Continent from this time until he finally returned to England in 1644 is well documented in the annals of the English Colleges at St. Omer and Rome, and in the records of the Franciscans whom he joined at St. Bonaventures, Donai in 1631. Since this period in John Woodcock's life is a matter of fact and not tradition it is not detailed here.

John Woodcock returned to England, landing at Newcastle-Upon-Tyne in the spring of 1644 and eventually returned home arriving on the 14th of August - the Vigil of the Assumption - when he made arrangements to say mass at the house of the Burgess family at Woodend in Clayton.

In Bede Camm's 'Forgotten Shrines' (Bib 1), from which much of this tradition is taken, there is a long account of what occurred. As Fr. Woodcock was about to start mass at midnight a warning was received that pursuivants were approaching the house. Hurriedly, he was hidden in the priest's hiding-hole whilst Mrs. Burgess feigned illness as the house was searched.

"When they came up to the room, Mrs. Burgess, who had thrown herself into a rocking-chair, protested against their rude intrusion into a sick woman's room at this time of night. But they said they had come with a warrant to apprehend the popish priest. She said, 'You will not find a man in my room at this time of night'. They asked, 'What are all these people assembled here for, if it be not to meet the popish priest?'. She said, 'They are some neighbours who have come to sit up with me'".

After the pursuivants had completed their search and found nothing, Fr. Woodcock came out of his place of concealment and said mass for the family and some of the near neighbours who had returned when the alarm was over, and then at daybreak hastened to his father's house.

Thomas Woodcock, having heard that the pursuivants were still looking for his son and fearful that John might be found on the premises, gave him breakfast and then ordered him out of the house.

"The holy priest had not got a mile away from his father's house when the pursuivants overtook him on Bamber Bridge, arrested him, and brought him before the Magistrates, who ordered them to convey him to Lancaster Castle. There he was kept in prison for two years, and was put to a cruel death, with two secular priests, on the 7th August 1646."

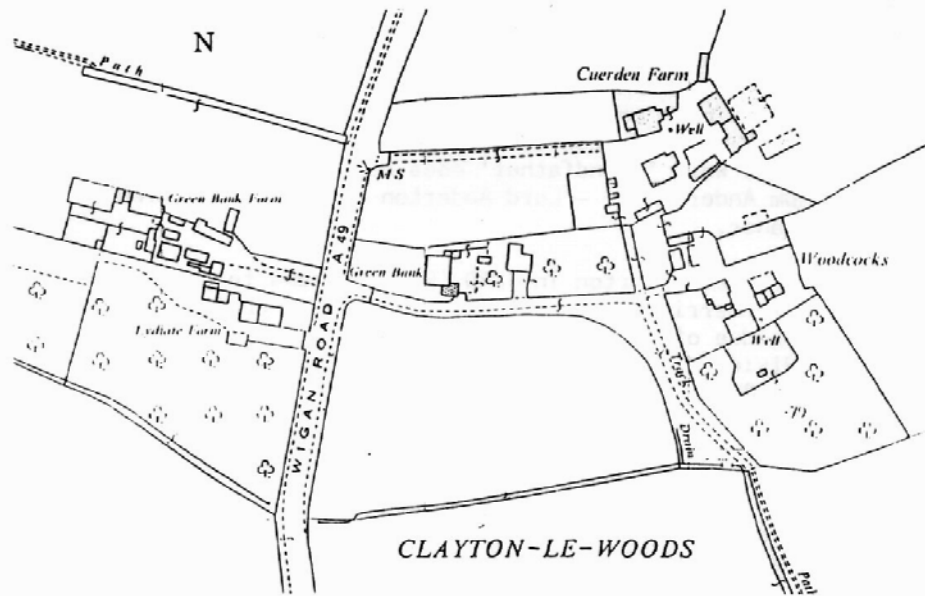
The above quotes are from 'Forgotten Shrines'. Bede Camm goes on to give details of the Burgess family and the old altar from Woodend, reputedly made by the Mr. Burgess of the day when he was agent and bailiff to Mr. Towneley of Towneley Hall, Burnley, C.1560. Two hundred years later a Mr. Thomas Burgess had the altar in his house at Hawksclough in Clayton where mass was said for the neighbouring Catholics until the churches were built at Brownedge and Clayton Green. This is the old altar that is now at Ladywell House, Fernyhalgh Lane, Fulwood, Preston.

On checking the above and numerous other accounts of John Woodcock's life it became obvious that three aspects of the tradition needed investigation. John Woodcock's birthplace appears variously as Leyland, Clayton and Woodcock Hall in Cuerden. His mother, Dorothy, is usually given as an Anderton but occasionally as a Farington. And, finally, did the Burgess family really live at Woodend in Clayton in the 17th century? Let us examine these three points in detail.

#### JOHN WOODCOCK'S BIRTHPLACE

As the Woodcocks of Woodcock Hall in Cuerden were a gentry family of recorded pedigree it is quite easy to show that John Woodcock was not of this family. It is, however, easy to understand how this part of the tradition came about. At the turn of the 16/17th century the occupiers of Woodcock Hall were Thomas and Dorothy Woodcock and the son and heir was John: the names fit exactly. This Thomas Woodcock, however, died on the 23rd September 1602 and an Inquisition Post Mortem (Bib 2) into his death was held at Wigan on the 21st March 1602/3. After giving details of Thomas Woodcock's holdings in Cuerden etc. and the fact that he had died on the 23rd September previous, it states that his son and heir, John, was aged 19 at the time of the Inquisition, making his date of birth in the years 1582 or 83. This John Woodcock died in 1655 and was buried at Leyland on August the 17th. Clearly we have to look elsewhere for the family and birthplace of the Franciscan Martyr.

'Clayton in History', G.L. Bolton, 1985 (Bib 3) provides the answer in part. Appendix III lists 32 farms using their present day names and Woodcocks is shown adjacent to Cuerden Farm on the east side of the Wigan Road (A49) some 350 yards south of the junction of the A5083 with the A49 at Lydiate Head. (See map).



The closeness of the properties - Cuerden Farm and Woodcocks - helped in their identification. Disputes occurred between the Leylands (who held Cuerden Farm in the 17th century and later) and the Woodcocks, no doubt due to their proximity. In 1611 the Manor Court (Ref 1) had to rule in a right-of-way dispute between the two families; they ordered 'that Thomas Woodcock shall have way through Leylands barn for so leading of his corn and hay into his own barn nearby'. A detailed proof that the present day Woodcocks Farm is, in fact, the same as the 17th century Woodcocks is not within the scope of this article but Mr. Bolton's identification of this farmstead leaves no room for doubt.

Where John Woodcock was born however is still unclear. In his answers to the questions put to him on entering the English College, Rome, on the 20th October 1629 (Bib 4), he states that he was 'born in Leyland and brought up in Clayton and lived there until last year': this seems a precise answer. Caution must always be shown however when, prior to the early 19th century, a person is described as 'of Leyland'; further examination often shows that it is the parish of Leyland that is being referred to and not the township. With nine townships in the old parish it is not always possible to make a precise identification. Since John was born in the lifetime of his grandfather, Thomas, it may well be that his parents, Thomas and Dorothy, started their married life at some place other than their ancient holding in Clayton, possibly in Leyland itself. It has proved impossible to establish with certainty the Martyr's place of birth.

#### DOROTHY WOODCOCK - AN ANDERTON OR FARINGTON?

In most local accounts John Woodcock's mother is said to be the daughter of James Anderton Esquire, Lord of the Manor of Clayton. Certainly James and Dorothy Anderton of Clayton Hall did have a daughter Dorothy; but for a tenant, as Thomas Woodcock was, to marry the daughter of the Lord of the Manor seems most unlikely especially as, at this time, her brothers and sister were marrying into other gentry families of Lancashire.



The explanation of this part of the tradition, which only appears in late 19th/early 20th century accounts, seems to lie in the translation of the replies given by John Woodcock at his interrogation on entering the English College, Rome, in 1629; this appears in Foley's 'Jesuits', Volume 6, p.322 (Bib 5). After describing how he had 'suffered much for a long time from a cruel father', he goes on to say he 'went to his grandfather, a Catholic gentleman, viz., Mr. Anderton of Clayton'. Checking the original Latin (Bib 4) we find that the word 'grandfather' does not appear, Mr. Anderton being referred to as 'Dominum Andertonum' - Lord Anderton - surely a reference to his status as Lord of the Manor.

The Will of Matthew Anderton in 1640 (Ref 2) seems to prove that his sister Dorothy was not married to Thomas Woodcock. In a codicil to the Will Matthew leaves the residue of his goods, after debts, funeral expenses and legacies are paid, to be divided equally between his brothers James and Thurstan and his sister Dorothy Parker - obviously her married name.

Two other facts seem to show that, in 1640, Thomas Woodcock was still alive thereby ruling out the possibility of a second marriage by Dorothy (Anderton) Parker. In the Protestation Return of 28th February 1641/2 (Ref 3) Thomas Woodcock's name appears as one 'who did not take the oath'. Also, his son Edward, the Martyr's brother, was granted the lease of the Woodcock holding in Clayton on the 23rd March 1641/2 (Ref 1 : Box 3, Bundle 2a). This seems to prove that Thomas Woodcock died between the 28th February and 23rd March 1642.

Assuming that the above facts have been interpreted correctly and that Dorothy Woodcock was not an Anderton, the question still remains - what was her maiden name?

The Will of Thomas Woodcock in 1616 (Ref 2), John's grandfather, contains the following: 'I do ratify and confirm one deed of gift to be good and firm which I have heretofore made and lawfully executed unto John Woodcock alias Wearden my grandchild etc.'.

The use of aliases at this time was not uncommon but the origin of the name used is not always clear. The use of the alias Wearden for John Woodcock would most likely be for one of three reasons: (a) it was his mother's maiden name, (b) he was the son of a previous marriage by his mother, or (c) that he was born out of wedlock with his father a Wearden. None of the records seen refer to John as other than the son of Thomas and Dorothy, so could it be that his mother was a Wearden.

Examining Worden (the spelling varies) Wills in the Lancashire Record Office, whilst not providing any proof of relationship, certainly show a link between the Wordens of Leyland and the Woodcocks of Clayton. In the Will of John Worden of Leyland in 1606 (Ref 2), the only bequests, apart from those made to other members of the Worden family, were to four married women to each of whom he left 20 shillings; one of the four was Dorothy, wife of Thomas Woodcock. Were these women his daughters? he did not say, but the probability is there.

In the Will of Charles Worden the elder of Leyland in 1625 (Ref 2) we find strong links with the Woodcocks of Clayton once more. Probate was not granted initially to this Will and a letter with the Will describes the circumstances.

Charles Worden being sick and of a good age called William Farington, Yeoman, of Leyland (a servant in the house of William Farington, Esq., of Worden) and Thomas Woodcock of Clayton to come to the house in Leyland of Charles Worden the Younger, in which he was living, to advise and draft his last Will and Testament. The

resulting Will is undated except for the year, spaces being left for the day and month; nor was it signed or witnessed, Charles' death not being thought imminent. William Farington departed for the Lancaster Assize on his master's business and in his absence Charles Worden died.

In this letter Thomas Woodcock is referred to at one point as Thomas Worden. Was this a slip of the pen or was Thomas, John Woodcock's father, also known by the alias Worden? We do not know but this Will and letter again suggest a possible link between the two families. This Will also gives John Woodcock's brother's name, the first time that it is noted, bequests being made to Thomas Woodcock and to John and Edward his sons.

In penal times Roman Catholic priests almost invariably used an alias and, quite commonly used their mother's maiden name: John Woodcock's alias was Farington. Attempts to link Dorothy Woodcock with one of the many Farington families of Leyland and district have drawn a blank - the Martyr's mother is still unidentified.

#### DID THE BURGESS FAMILY LIVE AT WOODEND ?

This part of the tradition appears for the first time in 'Forgotten Shrines'. Bede Camm states that the Burgess family tradition was given to him by Fr. Thomas Abbot (1820-1904), whose mother was a Burgess, and that it had been passed on to him by his uncle Thomas (Lawrence) Burgess, O.S.B. (1791-1854), Bishop of Clifton. The Burgesses were great benefactors of St. Bedes', Clayton Green, having settled at Hawkscloough in Clayton in the mid 18th century. The Thomas Burgess who died there in 1843 was the father of Thomas, Bishop of Clifton, and Ann, mother of Fr. Thomas Abbot.

The earliest mention of Woodend and its occupants in the 17th century that has been found so far, occurs in the Will of Christopher Tootell of Whittle in 1623 (Ref 2). The details in the Will show that Christopher's sister, Katherine, was the wife of Ralph Chrichlowe of Woodend in Clayton. Christopher apparently died there as the Chorley register records : Christopher Tootell of Whittle at Woodend, buried on 12th August 1623.

Ralph and Katherine Chrichlowe were staunch Catholics and three of their four sons were priests; the fourth son, Ralph, inherited on his father's death in 1625 and, in turn, on the death of Ralph the younger in 1637 the inheritance passed to his son John. John Chrichlowe died in 1711 with no male heir but with two daughters Elizabeth and Ellin. To Elizabeth, wife of Richard Woodcock deceased, he left 'the house and all the land in Euxton'; and, to his daughter Ellin Woodcock (she had married James Woodcock of Brindle) 'the Woodend lying in Clayton'.

The Wills of Ralph Chrichlowe (1625) and John Chrichlowe (1711), together with entries in the Leyland parish register, enable a detailed pedigree to be drawn that shows conclusively that the Chrichlowes were in occupation at Woodend throughout the 17th century. Manor Court Rolls in the Molyneux papers (Ref 4) and rentals in the Lathom House Muniments (Ref 1) only go to confirm the fact.

The question must be asked, however, could the Burgesses have been connected with the Chrichlowe family ? This must be a possibility but the name Burgess does not appear in any extant Manor Court record of Clayton in the 17th century, nor is it found as a surname in the Leyland parish register at that time.

This part of the tradition is, perhaps, the hardest to explain. We know that John arrived in England at Newcastle-Upon-Tyne in the spring of 1644 and, having been imprisoned in Lancaster Castle for some two years, was tried at the Summer Assize there on the 6th August 1646 when he was condemned to death and suffered execution on the following day. These are the only recorded facts : efforts to add to them

have drawn a blank, no records of the Summer Assize of 1646 appear to have survived nor do any other records of Lancaster Gaol that may have referred to John Woodcock and his time there in captivity. If he was indeed brought before local Magistrates after his capture, as the tradition describes, perhaps some record exists in the Muniments of a local gentry family - none has been found.



VENERABLE JOHN WOODCOCK, O.S.F.

*(From the "Certamen Seraphicum.")*

From: 'Franciscans In England', Thaddeus

#### ORIGIN OF THE EARLY ACCOUNTS

Reading the various accounts on the life of John Woodcock it becomes clear that they all go back to one source, the 'Certamen Seraphicum' - the 'Seraphic Struggle': St. Francis was known as the 'Seraphic' St. Francis. This book by Fr. Richard (Angelus) Mason, O.F.M., which was published in Latin at Douai in 1649, is a collection of biographies of five Martyr-priests from the reign of Charles I. Although a new edition was printed at Quarrachi in 1885, this again was in Latin; the nearest to a translation is believed to be Mrs. Hope's 'Franciscan Martyrs in England', 1878 (Bib 6). In this book the thirteen page chapter on the life of John Woodcock - some 4,500 words - devotes just thirty eight words to his origins in Clayton! As to his return to Clayton after landing at Newcastle in 1644 there is nothing; Mrs. Hope states 'Scarcely had he entered his native county when he was seized by the Protestants, who were thirsting for the blood of Catholic priests; and after being taken before the Magistrates he was confined in Lancaster Gaol'. On that fateful journey from Newcastle it seems possible that poor John may never have reached his home in Clayton.

That the Certamen Seraphicum is the definitive account of John Woodcock's life is not surprising. Published some three years after John's death and written by Fr. Angelus Mason, who was his immediate superior at St. Bonaventures, we have all the ingredients for an accurate biography. Written by a man who must have known John Woodcock well and whilst the events of August 1646 were still fresh in his memory, there is also some evidence that Fr. Mason had visited Leyland whilst gathering information for his account. It is in the Certamen Seraphicum that the original story of 'Old Father John', a 16th century priest of Leyland, occurs (Bib 7). Some of the details in this tradition suggest that they had been gathered by Fr. Mason himself, but since the account that we have is taken

from Mrs. Hope's book we cannot be certain that this is so. Fr. Mason's original version may contain more local information than Mrs. Hope saw fit to include but the Certamen Seraphicum is now a very rare book indeed and a sight of it is, unfortunately, unlikely.

#### SUMMARY

Research that provided the facts for this article took place between 1979 and 1984. In the last ten years whilst researching many aspects of the history of Leyland and district, an eye has always been kept open for anything new on the Woodcock family but nothing has been found.

What started out as an attempt to find the truth of John Woodcock's life and eventual martyrdom has finished by demolishing a dearly held local tradition; sadly, nothing has been found to take its place although we now know the location of the Martyr's home in Clayton but whether it is his birthplace or not is unclear.

But one fact remains: On the 6th August 1646 John Woodcock was tried at Lancaster and, having admitted openly that he was a Catholic priest, was found guilty of high treason under the Statute of 1585 and was condemned to death. On the following day he achieved the crown of martyrdom.

On 22nd November 1987 John Woodcock was one of a group of 85 martyrs beatified by Pope John Paul II.

NOTE 1 'Clayton' in the text is what is now known as Clayton-le-Woods.

NOTE 2 Where a priest's name is given as e.g. Fr. Richard (Angelus) Mason, the first name is the baptismal name and the name in brackets is that taken in religion.

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#### ACKNOWLEDGMENTS

Member George Bolton for his interest and encouragement over many years with this project and his assistance with Deeds relating to Clayton.

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Dom Luke Waring, O.S.B., for assistance with the Latin of the 'Responsa Scholarum', and to the Lancashire Record Office and the libraries at Leyland, Chorley and Preston for their kind assistance.

#### W.E. WARING



#### 'THE CANTEEN AT THE CROSS'

Members of the Forces, including Allies, to the number of 100,000 have been served at Leyland CWL Services Canteen since the opening four years ago; the 100,000th man received a present of £1. He hails from Barrow-in-Furness and has used the Canteen for two years and nine months.

Open from 2.30 to 10.00 p.m. daily, the Canteen serves as many as 50 meals daily on an average. It has become well known all over the country and drivers passing through are among the callers. Service personnel from other districts also visit the Canteen regularly.

- Leyland Guardian 23rd March 1945 -

(The Canteen was organised by Fr. Roger Lightbound, O.S.B., of St. Mary's and was staffed by members of the Catholic Women's League - all volunteers. The Canteen at the Cross became a feature of World War Two in Leyland, and was located in what is now the hairdressers 'Headlines', at No. 2 Church Road).

### THE OLD TERRACE NAMES OF LEYLAND

It was suggested by Bill Waring in last year's Chronicle that a record should be made, for posterity, of the old terrace names of Leyland. These terraces, although no longer known by their original name, still possess their name-plaques, mostly in stone situated somewhere along the terrace.

So, armed with a notebook and pen and wearing a pair of stout shoes, I set out on the long trail to seek them out.

<u>TERRACE NAME</u>	<u>SITUATION</u>	<u>DATE</u>
GARDEN TERRACE	105-113 TOWNGATE	1898
BROAD BANK	120-124 TOWNGATE	1897
GORDON TERRACE	126-132 TOWNGATE	1887
METHUEN TERRACE	165-169 TOWNGATE	1902
GRUNDY TERRACE	4-10 HOUGH LANE	NO DATE
HOPE TERRACE	12-24 HOUGH LANE	1907
WELLINGTON VIEW	33-43 HOUGH LANE	1897
LOWER BANK	83-85 HOUGH LANE	1892
FERN BANK	2-4 STANLEY STREET	1885
GOULDING TERRACE	6-18 STANLEY STREET	1889
STARKIE PLACE	75-83 TURPIN GREEN	NO DATE
THE CRESCENT	2-24 SANDY LANE	NO DATE
REED TERRACE	1-11 SANDY LANE	NO DATE
BANK FIELD	56-70 SANDY LANE	1889
CHADWICK TERRACE	3-19 PRESTON ROAD	NO DATE
ASHLEY TERRACE	1-11 STANIFIELD LANE	1906
BEATRICE TERRACE	2-30 SCHOOL LANE	1903
LYNWOOD TERRACE	32-46 SCHOOL LANE	NO DATE
NORMAN TERRACE	18-36 GOLDEN HILL LANE	NO DATE
GOLDEN HILL TERRACE	106-122 GOLDEN HILL LANE	1905
BOLTON TERRACE	1-17 COWLING LANE	1910
CORONATION TERRACE	19-33 COWLING LANE	1911
ALBERT TERRACE	35-49 COWLING LANE	1888



<u>TERRACE NAME</u>	<u>SITUATION</u>	<u>DATE</u>
OAK TERRACE	77-89 LEYLAND LANE	NO DATE
BROADFIELD VIEW	114-120 LEYLAND LANE	NO DATE
ALBERT COTTAGES	138-150 LEYLAND LANE	NO DATE
WHEELTON VIEW	152-172 LEYLAND LANE	NO DATE
EAST VIEW	252-258 LEYLAND LANE	1896
ALMA COTTAGES	279-287 LEYLAND LANE	1855
IVY BANK	306-310 LEYLAND LANE	NO DATE
LUXOR TERRACE	310-312 LEYLAND LANE	1904
BOWLING TERRACE	311-327 LEYLAND LANE	NO DATE
GROVE TERRACE	346-360 LEYLAND LANE	NO DATE
GLADSTONE TERRACE	362-374 LEYLAND LANE	NO DATE

MICHAEL PARK



LEYLAND GUARDIAN - 9TH FEBRUARY 1945

"Max Erard's Loss"

The funeral of Mrs. Margaret Coupe, who lived for many years at 17 Vevey Street, Leyland, took place at Leyland Parish Churchyard on Monday, following a service at Leyland Congregational Church. Mrs. Coupe who was 83 years of age, was the widow of the late Mr. Joseph Coupe, who was formerly in business in Towngate.

Their sole surviving son is Mr. Fred Coupe who is famous under the stage name of "Max Erard", the organist, his wife being the vocalist "Zona Vevey". Both were at the funeral, other mourners being Mr. M. Barnes (son-in-law) and Mrs. Peggy Green (grand-daughter), Mr. and Mrs. Gregson (sister-in-law and husband), Mrs. J.N. Banister, Miss Doris Sumner, Mrs. Margaret Catterall, Mrs. Wilson (niece), Mrs. Martina Croft, Mr. J.T. Yardley and Mrs. E. Fyles.

The Rev. H. Townley, Leyland Congregational Minister, officiated at the funeral.

Arrangements were by Mr. A.M. Tomlinson and Son, Leyland.



## RAIL TRIPS

### 1. LEYLAND TO MANCHESTER CITY CENTRE

(L) Left or (R) Right hand side of carriage in Manchester direction.

Following departure from Leyland Station, we travel south along the West Coast Main Line, the line between London Euston and Glasgow. This part of the route was built and opened by the North Union Railway in 1838 from Wigan to Preston, Platform 1 is probably the oldest used platform on the whole West Coast Main Line.

After going under the M6 Motorway on the site of Rose Whittle's bridge, we reach the signals and points signifying the approach to Euxton Junction. This is where the Bolton and Preston Railway joined the North Union Railway in June 1843 (following a deviation from the original planned direct route into Preston using the Walton Summit tramway). The old LMS sign (L) shows we are now travelling "To Chorley and Manchester", here also was the site of the Euxton Junction station which survived until April 1917. Through the new trees (L) you may be able to make out the remains of the lights of the large marshalling yards which used to be situated here to serve the Royal Ordnance Factory.

At the next bridge we pass the deserted and overgrown platforms of the former Royal Ordnance Station which still looks very much as it must have done when thousands of munitions workers detained there during the Second World War. Hidden behind the platform (L) is Buckshaw Hall, still kept locked within the confines of the R.O.F.

The route now takes us to the cutting which caused the problems when the railway was built between 1840 and 1843, the tunnel was originally intended to be 300 yds long under the Chorley to Preston road, at a depth of 80 feet. The hill consisted alternately of sand and clay, the miners working on the tunnel considered it was the worst soil they had ever met. After two attempts of constructing the tunnel by normal means, it was decided in April 1842, to make the present open cutting with the remaining central portion being the 124 yd tunnel beneath the road. The vast cutting took thirteen months to complete with the removal of 650,000 cubic yards of earth and with the cost of six lives.

Just prior to entering the tunnel, there are the "Flying Arches" which the resident engineer J. Alexander Adie constructed to support the sides of the cutting beside the track with the use of retaining walls. There are sixteen of these arches, springing from the walls at a height of 11 ft 4 in and rising to a height of 15 ft in the centre. Each has a span of 25 ft 3 in and in the centre consists of a single course of stones only 12 in thick with stone flags laid on top to prevent weathering.

After leaving the tunnel, the first bridge type structure we reach is in fact the River Chor Aqueduct which takes the river from the hills above Chorley to Astley Park via various culverts. It only came to people's attention when in August 1987, the flash thunderstorm caused the river to overflow at this point closing the railway until the fire brigade could pump the water away.

As we enter Chorley, the rough ground (L) which gradually levels out is the remains of the route of the Lancashire Union Railway who owned the line jointly with the Lancashire & Yorkshire Railway from Chorley to Cherry Tree on the Preston to Blackburn Railway. This line was built in 1868 to link the Wigan coalfields to East Lancashire, closing to through traffic in 1966, the famous Nine Arches viaduct being demolished to make way for the M61 Motorway. The caravan sales area and large car park (L) covers the former Friday Street coal yards, while (R) the All Seasons Leisure Centre was built on the site of Lancashire Floor Oil Cloth Works.

As we enter Chorley Station we can see the new shopping centre (R) built within the last six months, the new road in the foreground being built on the site of the timber yard. The railway opened to Chorley in December 1841, the station being rebuilt in 1862, the present station opened in 1983. Leaving the station we cross the level crossing controlled by the unmanned signal box, the crossing not having been used for many years. The new road (R) has been built on the site of the former goods yard, though the Chorley Community Centre in the old church on Railway Street has a more recent historical event, being the site of the first gig by the famous group "Ultravox".

On leaving Chorley we cross the viaduct over the Cowling Brook, which consists of eight arches of 30 ft span, together with a skew stone arch of 25 ft span over the Leeds and Liverpool Canal. This canal was actually built as the Lancaster Canal (Southern Section) from Walton Summit to Westhoughton, though it only managed to reach Aspull before the twenty-three locks were built down into Wigan. As the canal heads off (R), we both pass under the A6 road to reach Rawlinson Lane which was the temporary end of the railway in February 1841. Immediately after the bridge, (R) the remains of the Ellerbeck Colliery line trails in, now being built upon, while the second part of the Lancashire Union Railway leaves (R) through a now filled-in bridge hole to Adlington White Bear station then on to the West Coast Main Line at Boars Head Junction, Standish, the line opening in November 1869 and closing finally in May 1971.

As we head into Adlington Station we pass (R) the back of one of Adlington's old churches now converted into an Indian restaurant. The original station buildings have all disappeared, whilst in the distance to the right can be seen the large buildings of Fairclough Construction. Leaving Adlington we cross Huyton viaduct, (L) beyond the M61 Anderton service area can be seen the heights of Rivington Pike and Winter Hill complete with radio and T.V. aerials. On the opposite side (R) the village on the top of the hill is Blackrod, as we head past the old L & Y signal box, which is now the boundary between the Preston Signal Box and Manchester Piccadilly Signal Box, across the Blackrod Junction into Blackrod Station.

The line heading off (L) used to be the branch to Horwich opened in 1870. When the Lancashire & Yorkshire Railway Locomotive Works at Horwich was built between 1885 and 1887, another branch was constructed to avoid the Blackrod station, (known as the Horwich Fork line), signs of which has now disappeared. The branch closed to passengers in September 1965.

After leaving the station, just prior to the M61 bridge, there are the remains of a cutting (R) which lead to the Wigan to Bolton line at Hindley. This line, opened in 1868, formed the Lancashire & Yorkshire Railway route from Wigan to Preston and Blackburn avoiding the LNWR owned West Coast Main Line, the direct route not always being the preferred route, especially over other company's tracks.

After the M61 Motorway bridge on the left can be seen the long Horwich Locomotive Works building in the distance, whilst in the foreground, the area known as Red Moss was planned to be the junction between the Lancaster Canal (Southern Section) and the Manchester, Bolton & Bury Canal. Unfortunately, following the M.B&BC decision to change the size of the locks to accommodate the Leeds & Liverpool Canal boats, (who had by this time taken over the Lancaster Canal - Southern Section), the Leeds & Liverpool decided to join the Bridgewater Canal at Leigh instead.

With the British Aerospace factory, (L) we reach the new Lostock Station which was opened on the site of the previous Lostock Junction station which used to be open on both lines. The line on the right was opened as the Liverpool and Bury Railway in 1848, the Lancashire & Yorkshire Railway taking the line over in order that they now had a Liverpool to Manchester route of their own (Liverpool Exchange - Kirkby - Wigan - Westhoughton - Bolton - Manchester Victoria), not direct but covering the main centres of population.

We now follow the River Croal on its way into the centre of Bolton passing the sites of the mills which used to use the river for power. As the buildings close in, we enter the 77 yd Moor Lane Tunnel with a datestone denoting 1840 followed by the many over bridges as the train bends to the right to enter Bolton station, passing the former junction (L) with the Bolton to Blackburn line now a car park. The present Blackburn lines run into platforms 1 & 3, the last building prior to the bridge (L) being a former hydraulic and electric power station opened early this century.

On 29th May 1838, the Manchester and Bolton Railway opened from the New Bailey Street station in Salford to the Bolton Trinity Street Station. The two island platforms are connected by a new foot bridge and station building before the road bridge. These replace the old buildings that used to be attached to the bridge, the only remnant being the foundations between the lines. The church (R) is the Holy Trinity church while (L) where the new industrial units are situated used to be the large goods warehouse built in 1904.

Following our departure from Bolton we immediately pass (L) the remains of the continuation of the Liverpool to Bury line as it left Burnden Junction passing the home of Bolton Wanderers, to Bury. The large Bee Hive mill (R) has been famous more recently for the demolition of its chimney by Fred Dibnah.

We pass through Moses Gate Station closely followed by Farnworth Station and the adjacent tunnel of 295 yds. The tunnel has twin bores, the Manchester direction bore being the original 1838 tunnel, whilst on the right, the bore opened on the 5th December 1880, allowed the singling of the original bore. The requirement of this new tunnel was apparently to provide sufficient clearance for Midland Railway Pullman carriages which it was intended to run between Scotland and Manchester via the Settle and Carlisle line. This has a present day sequel as the electrification of the Manchester to Blackpool line is still pending, one of the delays on the engineering side being the lack of height in the Farnworth tunnels.

When we emerge from the tunnel, we are travelling high above the Irwell valley as the train enters Kearsley Station. This station has changed its name many times, known as Ringley in 1838, followed by Stoneclough, Stoneclough & Kearsley and finally Kearsley in 1903. Leaving the station, we pass over the enormous stone bridge designed by Jesse Hartley in the style of a canal aqueduct probably to please his Manchester, Bolton & Bury Canal Co. employers. The line coming in from the right was the outlet for coal from the Bridgewater Collieries (opened in 1878) which led to the sidings (R) now being built up. There was also an overhead electric railway which led from the sidings down underneath the line to the power station (L), which has now been demolished.

We now reach a site (L) of immense industrial archaeological interest namely the site of the Wet Earth Colliery which employed James Brindley, prior to his canal building years, on flood prevention of the workings. Brindley devised an interesting answer which involved using the water of the River Irwell to provide power to drive a paddle wheel to lift water from the colliery. This colliery and the Botany Bay pit were connected by a canal to the Manchester, Bolton and Bury Canal at Clifton Aqueduct. It was named after the mining engineer, Matthew Fletcher, being known in its lifetime as Fletcher's Canal.

Unfortunately the M62 crossing has eliminated any sign of the Fletcher's Canal though (L) the East Lancashire Railway's Clifton Viaduct can be seen overshadowing the Clifton Aqueduct behind the adjacent factory. The station at Clifton was formerly known as Clifton Junction where the famous "battle" took place on Monday 12th March 1849, when locomotives of the East Lancashire Railway and the Lancashire and Yorkshire Railway blocked the lines, disputes over the running powers which the ELR were entitled to from here to Manchester. These disputes were finally solved when the ELR were taken over by the LYR in August 1859.

Under Clifton station ran the line from Molyneux Junction to Patricroft, this line being owned by the London North Western Railway, was built in 1850 but closed as a through route on Tuesday 28th April 1953 at 5.35a.m., when a pair of semi-detached houses in Swinton suddenly collapsed into a crater. This was the first example of a railway tunnel collapse in British railway history and Clifton Hall tunnel was never re-opened.

After leaving Clifton, the building on the left adjacent to the railway was built as a power station for the third rail electric Manchester to Bury line via Prestwich whose line is approximately three miles away. The line of the Manchester, Bolton & Bury Canal (L) now joins the railway to accompany it until they diverge in Salford, the large stone walls of the canal banks show how well constructed this canal was. The present plans for restoration note that where the canal has just been filled in, once the filler material has been removed, the structure of the canal is almost in perfect condition. The remains can now be seen (L) of the Agecroft Power Station and the (R) Agecroft Coal Mine, one of the last working pits in the Lancashire coal field.

Leaving the Colliery and Power Station, we can see the remains of Brindle Heath Junction (R) closed in 1987, which enabled trains to cross over to the Wigan - Atherton - Salford line in order to enter Pendleton Broad Street station, (not to be confused with the former station on our present line at Pendleton, which closed in 1966). With the scrap yard (L) hiding the Canal, and with the Brindle Heath refuse transfer station of the Greater Manchester Waste Disposal Authority (R), from which trainloads of treated refuse are taken to Appley Bridge, we reach the final signal (L) which allows the train entry to the Salford Crescent complex of lines. Passing the bridge, we can see the emerging Wigan line (R) built to speed up the Liverpool to Manchester traffic in 1888, avoiding the long journey via Bolton, and through a very industrial and busy mining area.

The new station at Salford Crescent was created to serve the four lines which meet at this point, the first and second being the original line of the Manchester and Bolton Railway from Bolton (which we have just covered) and its continuation into Salford, thence to Manchester Victoria station, passing the site of Manchester Exchange station. The third line being 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, which despite being short was the fundamental link between the merging of the north and south Manchester passenger railway systems. While there had been freight connections 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 either the northern station of Victoria or the southern through stations of Deansgate, Oxford Road, Piccadilly, Stockport and all points south.

Therefore upon leaving the station with the Salford University on one side and the University of Salford (formerly Salford Tech.) on the other, we head down the Windsor Link route dropping down, leaving the Victoria line with the Hope Street stone terminal in sight (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, 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 becoming with the Grand Junction Railway, the main constituents of the London & North Western Railway, while the other two were the main constituents of the Lancashire & Yorkshire Railway.

As we come to the bridge over the River Irwell, a line leaves (L) as the original line goes into the terminus platforms of Liverpool Road station of the Liverpool & Manchester Railway now preserved as part of the Manchester Museum of Science and Industry. Below on the river (L) the previously busy quay area of the Mersey & Irwell Navigation can be seen with the raised ground on the left bank hiding 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 did serve as a set for the soap opera "Albion Market" for a time, the Granada studios being next door.

The most interesting feature outside the hotel is a lock off the river. This is an original feature being the River Lock of the Manchester & Salford Junction Canal, an ill fated canal which left the river then climbed four locks and passed through tunnels until it met the Rochdale Canal before it joined the Bridgewater Canal at Castlefield. The problem being that the Mersey & Irwell Navigation wanted a connection with the Rochdale but the Bridgewater did not want any of their Manchester to Liverpool traffic going to their rival. Hence the promotion of the M&SJC by the Mersey & Irwell Navigation, unfortunately as with most things once they were committed, the Bridgewater built Hulme Locks, thereby keeping control. The Navigation therefore built the now unnecessary canal whose locks had to have the water back pumped in order that the Rochdale Canal did not lose any of its precious water supply. The line of the canal now lies in tunnels under the G-Mex Centre, formerly Manchester Central station and Granada Studios, the River Lock being dug out from where it had been buried after the canal closed.

As we approach Deansgate Station, we are joined (R) by the Manchester South Junction & Altrincham Railway while above 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.

The station previously known as Knott Mill and Deansgate was opened in 1849. The line was originally from Altrincham to London Road 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 foot bridge across Whitworth Street West to the Metrolink and the G-Mex Centre.

Leaving the station the train heads along the viaduct with glimpses of the Rochdale Canal through gaps in the multi-storey buildings, together with the unnavigable River Medlock which used to provide the water for the Bridgewater Canal. Below the Oxford Road Station, Oxford Road, is the Palace Theatre (L), while (R) the BBC North headquarters and the Manchester University buildings can be seen.

As the train pulls into Platform 13 of Piccadilly Station, the main terminus building (L) formerly known as London Road Station comes into view. The walk from the platform to the main station over the foot bridge enables you to see (R) the remains of the Mayfield station used by the LNWR for their south Manchester suburban services until 1960, the station's last use being as relief lines during the rebuilding of the London Road station into the modern day Piccadilly. The view from the foot bridge to the head of the station today looks very different from when the main station building was shared by three companies namely the Great Central (previously the Manchester, Sheffield and Lincolnshire Railway), the London & North Western Railway (previously the Manchester & Birmingham Railway) and the Midland Railway. When the Midland Railway were evicted and opened the station at Central, the remaining two companies ran the station separately, the LNWR to the left, the GCR to the right with two sets of platform numbers, officials, staff etc. Even when the railways were grouped in 1923, both the LMS and the LNER used separate facilities at the station.



We will now leave the station through the new booking hall with the escalator connection down to the Metrolink station in the cellars below the main station, trams going to either Altrincham or Bury.

#### WALK Piccadilly Station to Castlefield

We walk out onto the station approach which leads down to Piccadilly at its junction with Great Ducie Street, discovering the route of the Rochdale Canal under 111 Piccadilly. Walking up Great Ducie Street to the junction of the Ashton Canal and the Rochdale Canal, we turn into Dale Street and can see the Main Gates leading to the site of the Rochdale Canal basins with the office building still being used by the privately owned Rochdale Canal Company.

Going through the doorway, we enter the quiet world of the canal (provided the locks are not being used - they are hard to work), to walk down the side of the lock into the Undercroft under the adjacent building and Piccadilly passing another lock in the cavern like atmosphere.

The first thing to notice about the locks is the lack of any bypass weirs, land value being a premium in this area, any surplus water going over the top of the gates. This leads to problems further down and many lock sides do get water-logged.

Leaving the tunnel behind we reach the newly fortified Courts on the opposite bank, before we enter Canal Street which has recently been renovated with conversion to a one way street. The street used to have the Manchester Playboy Club as one of its residents, now part of history itself.

We pass the lengthman's house which is still in use, being built over the canal next to the lock as part of a bridge parapet. Following the next lock at Princess Street, the towpath again takes a private route through the city past the central Boiler House, which used to provide heat for many of the city centre office buildings which had the hot water piped from this building by pipes along the canal.

As we pass the locks we are gradually lowered to the Bridgewater Canal level, though as mentioned previously three locks from the Bridgewater Canal at Castlefield, we reach the other end of the Manchester & Salford Junction Canal, though no junction remains, a reconstruction of the bridge on Great Bridgewater Street, enables us to see its route towards the G-Mex Centre (formerly Manchester Central station) under the site of the new Opera House.

We now head along the towpath down into the Knott Mill Tunnel, which has been shortened in length over the years by the building of the local rail network. Leaving the tunnel we can see the ornate railway bridge skewed over the canal. On the opposite bank of the canal, a short branch disappears into a tunnel, this being a branch off the lower Bridgewater Canal which had a tunnel and pulley system to a warehouse on Deansgate.

As we reach Lock 92, the main line of the Bridgewater Canal can be seen heading for the terminal basins off to the left, with all the warehouses in various stages of restoration. Whilst standing on the bridge above the lock, we can relate to the nearness of the Granada Studios who use the canal for many background scenes for Coronation Street, being the meeting place of Curly and Kimberley or where Ray Langton met his girlfriend.

Walking up Castle Street, we pass the Merchants Warehouse still not rebuilt, followed by walking round the terminal basins, past the restored Grocers Warehouse eventually reaching the junction with the Hulme Lock branch, where the previous three locks have been converted into one into the River Irwell. This will soon be replaced by a new lock through the Pomona Docks of the Manchester Ship Canal.

PETER HOUGHTON

## SOCIETY ACTIVITIES

The Programme of Lectures for the 1993/94 season included many varied subjects. Who could forget the life story of the girl from Bacup who ended her life in Australia, whilst Mr. Harrison's description of Leyland Motors in the Second World War brought back memories to many members. Be it a trip around the Scottish Isles with Dr. Hunt or the field evidence of Medieval Textiles, we can all say that we have discovered something this year, though at one time it could be said that we should draw "A Veil of Mist" over one certain meeting.

In addition to the usual lectures at the meetings, we have tried this year to involve the Membership more in the activities of the Society and the Questionnaire which most of the members completed at the December meeting will endeavour to ensure that future planned events will be to the majorities liking, though you can't please all the people all the time. Also at the December meeting a raffle was held raising £38 for the Farington Fund which provides prizes for the best History scholar at Balshaws, Wellfield and Worden High Schools.

We made our annual outing to Alston Hall where after a very good meal we were treated to "A walk along the Pennine Way", a talk with many wonderful photographs of the historic sites to be found along the backbone of England, the event being organised by Mrs. Wilson with her usual expertise.

When we decided the theme of this year's exhibition for the Museum and the craft tent at the Festival, little did we realise what "A Festival Route through History", a simple photographic study of the historic buildings and sites thereof, would entail. Once the hundred and thirty photographs were taken, the Committee spent an evening pouring over the photos and providing information which together with other sources made up the captions. The two in-depth articles resulting from the photographs, namely the Railway Station, which came from marrying Local History to the relevant Railway History sources, and the Leyland & Farington Co-operative Society which came from the realisation of how large the Co-operative movement had been in the area. The Competition on the park this year had 90 entries; the nearest entrant within one month of the answer, not bad for 27th April 1929.

The new season has started well, with the monthly lectures being led by Alan Crosby and his look at fact and fiction in Local History, while the more athletic members have travelled far afield to Manchester City Centre and Wigan on Sunday guided walks.

When we contacted Mikron Theatre last February to arrange their visit in November, the success of their visit was never in question. Their interpretation of the history of the Manchester Ship Canal from its construction to the present day, appealing to a more general audience than usually gets to see their shows.

Adjudicating the award 'Historian of the Year' for the first time, our thanks go to Dr. Elizabeth Roberts for her choice as winner for 1993:- Ken Flemming, for his article in Issue No. 39, 'Lower Farington Hall'.

### CHAIRMAN



## THE GENERAL POST OFFICE - HOUGH LANE

On the 29th of April 1929, the new General Post Office was opened on Hough Lane, Leyland, by Mr. Alfred J. Lomax, Chairman of the Urban District Council; at long last the "Post Office" in Leyland had found a permanent home. For many years it had moved around Leyland like a lost soul searching for its final resting place. It had been located in shops, houses and even a cabin, and as far apart as the Cross on the one hand and Chapel Brow on the other. The reason for its wanderings was that the sub-postmaster was responsible for providing his own premises, this must have caused many difficulties, but now for the present postmaster, Mr.G. Eastham, the problems were over.

The Post Office was built by the Leyland Construction Company using modern techniques and the best of materials. The public office contained all-metal casements and fire-proof floors; the counter was of polished mahogany and the building had been designed to take a third storey if and when required. As a coming place, Leyland was looking to future expansion. Mr. T. Hargreaves (later Sir Thomas) as the builder, presented Mr. Lomax with a golden key inscribed "Presented by the Leyland Construction Co. Ltd., on the opening of Leyland Post Office, April 29th, 1929".

Reading the report of the opening ceremony in the Chorley Guardian of Saturday, 4th May 1929, it seems that everybody who was anybody was present. Many toasts were proposed: "The King" and "The Postmaster General and the Surveyor and staff, North-Western area" by Mr. Lomax; "The architects and builders" by Mr. J. Pilkington, vice-chairman of the L.U.D.C.; and "The town and trade of Leyland" by Mr. R.T. Vity, head postmaster of Preston, who said that he had been connected with the town of Leyland, one way and another, for the past forty years. His first contact with Leyland was when he saw Mr. Stanning's team tread in the dust the laurels of the East Lancashire cricket club on the East Lancashire meadows many years ago.

Sadly, the General Post Office is no more. With recent Government re-organisation of the Post Office into three parts: Royal Mail, Parcel Force and Post Office Counters Ltd. many post offices are being closed and re-opened as "franchised" post offices, often within supermarkets or shops; this is the case in Leyland. After just seventy-five years of serving the people of Leyland, this fine building is now a 'Spar' supermarket with a post office within it. If, when shopping on Hough Lane, you hear an occasional rumble, don't worry, it is probably Alf Lomax turning over in his grave.

W.E. WARING

### SAMUEL BAMBER - ARTIST

A request was made in last year's Lailand Chronicle for any information on Samuel Bamber, a local artist, who was particularly active in the 1920's.

Whilst no more examples of his work have come to hand it has been learned that he showed four paintings at the Preston Art Society's first Spring art exhibition in May 1924. He succeeded in disposing of them all. They were: "By Meadow and Stream"; "Harvest Time"; "Hampsfell Cottage", Grange; and "The Receding Tide", Grange. One wonders, do any of these still hang in local homes?

The only paintings that have been seen so far are: "St. James' Church", Slater Lane, which is in the South Ribble Museum, Church Road, Leyland, and "Atherton Hall Farm", Back Lane (now Langdale Road), which is in private hands.

We would still like to know of any other examples of his work.