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# Leyland Chronicle

The journal of  
**THE LEYLAND HISTORICAL SOCIETY**



**LEYLAND HISTORICAL SOCIETY**

(Founded 1968)

REGISTERED CHARITY NO. 1024919

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

**MEETINGS**

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

Meeting date may be amended by statutory holidays.

**AT**

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

**SUBSCRIPTIONS**

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## EDITORIAL

I am very pleased to be able to present to you another excellent edition of the Lailand Chronicle . Although there are fewer articles than there have been in the previous few years that I have been editing the Chronicle , I am happy to say that the quality of the material is still of the same high standard as before.

As always I would welcome more contributions from old Leylanders who can remember scenes and events from former days. These are always of the most interest to me as, although I do not qualify, I remember my own childhood with affection. So many things we took for granted have changed or disappeared altogether and it would be sad if those who remember did not record them, and they were completely forgotten by those who come after us.

So much has changed in Leyland over the years, not least in the area around the Cross. It seems at last that work is beginning, to bring this important part of Leyland back to life. The area is at last being cleared and we all hope that we shall soon see a new and revitalised centre for the town.

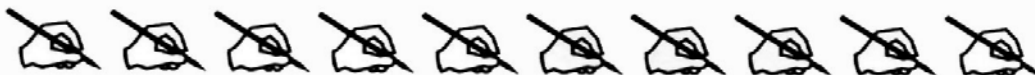
Perhaps someone will write an article for the Chronicle next year, telling of memories of this area before the building of Food Giant, the Coop and the dilapidated row of shops. Any articles, however short (or long), would add to the interest and variety of the subjects covered in this publication.

I would like to thank everyone who has contributed to this year s edition of the Chronicle for articles on such a variety of subjects. There must, surely, be something of interest to everyone. Thanks also to the committee who have given me their support, to the extent of writing articles for me at the last minute because there had not been as many contributions this year. Perhaps next year more people will provide articles on topics of interest to themselves which they would like to share with the rest of us

Thanks are also due to Peter for helping with the more complicated procedures required to insert pictures, and Malcolm for up dating my computer with out which I could not attempt to edit the Chronicle

Please think about writing something for next year s edition and if you start now, I should have enough contributions to fill the Chronicle by the September meeting.

**MARY FOWLER. - EDITOR.**



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

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

## CHAIRMAN S REPORT 2000 — 2001

For the first meeting of the new season on **4<sup>th</sup> September**, we were entertained by Mrs. Marion Roberts who brought to life the many Stories of Old Preston ; from the men who built Preston up from a mediaeval town to the place it is today. She showed a series of slides illustrating the town from the Friars in Friargate, through the many people commemorated on the walls of Preston Parish Church, to the previous occupants of her present home.

On Saturday, **9<sup>th</sup> September**, the Society took part in the St Ambrose Outreach Day with many other local societies. It was a well-attended occasion with both stalls and visitors having a busy time. It was a good second launch for Joan s revised book on the History of Farington.

Notable visitors to the stall included the deputy Mayor of South Ribble, someone who had seen the advert for the day on the web site, and an original member of the committee from 1968, when the Society had junior committee members. The committee made valuable contacts and interesting ideas for the future. More details later.

Monday **2<sup>nd</sup> October** saw the return of Mikron Theatre Company with, Don t Start From Here , which was seen by an audience of eighty enthusiastic punters. The cast included Richard Povall, back for the seventh time, so he got his picture on all the tickets. He gave a wonderful performance slipping in and out of all the various characters:- know all, train spotter, young kid, developer or protestor, the last two both at the same time. He was helped in this by Elizabeth Eves, previously seen by us in Imogen s War , whose parts included the other developer / protestor, country girl and numerous other parts.

In the middle of this were the two main characters of Judy and Pete, played by Anna Winslet and Edmund Harcourt. Ed was making a welcome return after an absence of two years. He was setting off from the country somewhere in Yorkshire to meet a girl called Judy, who was travelling from Liverpool, at a mid point at the town of Eckford outside the Coach & Horses, an old coaching inn. The story told of their attempts to meet using all the modes of transport. Though Judy s experience on the motorway with flashers, hitch hikers, the police, traffic wardens and numerous other people performed by the other two, until she abandoned the car for a bike, was easy compared to Pete s trip.

He took the morning train in the rush hour with Richard s commuter and Liz s ticket collector, before the two meeters and greeters accosted him on the main line station. A tram journey and walking children s bus eventually got him to Eckford. Here, the story came close to home as they dealt with the problem of town centre redevelopment, their meeting place at the Coach & Horses having been demolished for a transport interchange. So the story ended with Judy and Pete meeting at last in a cloud of building dust.

The story was interspersed with the usual songs, though A Love Song was a personal favourite. The actors used a variety of instruments, from electric guitar, violin, drums, to keyboards and flutes. It was only in the pub later that we discovered that Ed and Anna had got married in the last two years, so they were not acting the two lovers - and yes, she is the sister of Kate Winslet of Titanic fame. The show, I would say, was one of the best I had seen the company perform.

The **6<sup>th</sup> November** meeting saw the welcome return of Cliff Astin who presented a talk on The Spa Towns of the South . He gave a tour around the southern counties, starting in Wales, going through the Roman Spa towns of Bath, Cheltenham, the Royal favourite of Leamington Spa, before finishing his journey in Tunbridge Wells. With his numerous slides, he could show the history of the various towns with their elegant and huge watering holes and hotels.

The last meeting of 2000 on **4<sup>th</sup> December** started with your chairman explaining the benefits of the new Gift Aid scheme. Twenty members signed up that night. Peter Worden then gave the members a film show stretching back to the first years of the twentieth century.

From the cod Boer War footage filmed in Witton Park, Blackburn, to the scenes outside factories and schools in the Blackburn area, the films were made to be shown to an audience in a sideshow at the local fairs including the Greens of Chorley. The films were found in the basement of a shop in Blackburn and have been restored by Mr Worden who has now passed them onto the British Film Institute for further restoration.

The first meeting of 2001 on **8<sup>th</sup> January**, saw the welcome return of Fred Barton who followed on from his previous talk on the music halls by showing how the variety acts, comedians and singers adapted to life in the social clubs and night clubs His talk on Clubland explored the different clubs, from the plush nightclubs like the Talk of the North in Batley, to the working men s club. These clubs had concert committee chairmen with no sense of the art of show business, especially no sense of timing.

On **5<sup>th</sup> February**, the members were treated to the return of our member, Dr David Hunt, who followed on from his last year s talk, with The History of Preston North End —The Second Half . After a brief reprise of the previous year s talk on the origins of the club, and the part played by cricket, rugby, Strand Road, Moor Park and William Sudell, David took up the story at the turn of the last century.

This talk was even interesting to non-football fanatics; the events off the pitch were in some respects much more interesting than the events on:- the intrigue as the club was developed, with each stand having a story to tell. I liked the stand with the first lift, making it better than the then front runners Arsenal.

The fees for the players and their bonuses, not forgetting the unofficial transfer fees, made the scandals in recent years seem very small in comparison. Your correspondent of course, does not remember the players names, so if you want the full story get, The History of Preston North End by Dr David Hunt, available at all good book shops and on the Internet!

To start with the meeting on **5<sup>th</sup> March**, your corespondent was on his sickbed, and so missed the best talk of the year,(yeah I am biased). John Fletcher said, in an email to me, that I must have been ill to miss his talk. I believe his talk took a trip from Ellesmere Port along the Manchester Ship Canal to reach the River Weaver and the Anderton Lift. The Lift is well on the way to be completed. The lift was used to carry boats from the River Weaver to the Trent and Mersey Canal, at first by the use of hydraulic power and later converted to electric though the rebuild will restore the hydraulic system.

On Sunday **1<sup>st</sup> April**, the Society members again visited Alston Hall, where, after the usual wonderful three course meal, we were treated to a talk entitled, *On Foot Through Northern England* given by John Shaw. He started at his home in Clayton Le Moors and headed through the Ribble Valley in Whalley until he reached the southern Lake District spending nights on the hills. His last night in the tent was spent near the top of Scarfell Pike with no one in sight. As with all of John's talks, the pictures were stunning and by the end of the evening many of the members were left feeling as though they had done the journey.

Back in good health, I welcomed Colin Dickinson to our meeting on Monday **2<sup>nd</sup> April**. His survey of *Yorkshire's Industrial Past*, covered the various aspects of the area, from mills, factories, canals and railways to their relative engines and buildings. He finished by comparing these with examples closer to home, especially the mills of Preston.

Our meeting on **14<sup>th</sup> May** saw an appearance by Ron Severs, whose talk was entitled *Secrets in the Post*. He took the members from Bletchley Park and the Second World War code breakers, to the various ways in which post cards were used for sending messages in code. He provided examples, and the members were able to join in with the decoding experience. One story of an unrequited love affair over the years and distance struck a cord with a few members.

Since the demise of Leyland Festival, your Chairman has been busy organising the *Leyland at Leisure 2001*, which was held on **June 2<sup>nd</sup>** and was a great success. All the previous occupants of the Craft Tent attended on the day and they were all very happy with the facilities that the venue of the Leyland Methodist Church Centre in Turpin Green Lane had to offer. The centre was open to the public from 10 a.m. to 8 p.m. and the fair was free to the general public. The first 200 people were given a free book on the History of the Leyland Festival when they arrived. The Leyland Morris Men, accompanied by Stone the Crows, performed outside in the car park at 1.45 p.m. keeping up the tradition of dancing on Festival Day. They attracted a large crowd to whom the Stone the Crows group taught some of their dances.

The Society mounted an exhibition in the talk & slide show room, featuring the history of the buildings along the Festival route through Leyland. The display in the main hall included *Leyland Then & Now* and the history of the area around the roundabout, Turpin Green Lane, Golden Hill Lane and Balcarres Road. For the competition, people were asked to determine the date of the construction of the Roundabout and Churchill Way. The council confirmed that it was 1<sup>st</sup> April 1967. The winner was Sue Ward, who has won a signed copy of the Leyland book by Bill and David.

The slide shows of old Leyland conducted by Elizabeth Shorrocks and Derek Brundrett was shown to an appreciative audience every hour during the day. It covered old photographs of Leyland from early this century to the mid 1960s. This was followed by slides showing the Society's events in Leyland and on their rail trips. At 3 p.m. Dr David Hunt, the Curator of South Ribble Museum & Exhibition Centre, gave an illustrated talk on Leyland's history to a packed audience in the back room.

[As the stall holders and the societies said they would all be coming back next year, let me announce that, though the Leyland Festival is no more, don't make any plans for Saturday, the 1<sup>st</sup> of June 2002 because **Leyland at Leisure 2002** will be here again next year.]

On 4<sup>th</sup> June, David Brazendale told the story of the Battle of Preston -1648. This of all the battles in the English Civil War, is always counted as the one that finally showed the Royalist cause was lost. The arrest of King Charles I and his subsequent execution came only a year later. It would seem from the Speaker's description, that the battle was more a series of skirmishes. While the Royalist forces were marching down from Carlisle along the main road from Scotland to the heart of England, Cromwell and his Parliamentary forces approached Preston along the Ribble Valley from the Clitheroe direction. The resulting battle mainly consisted of factions of either force attacking each other on the road from Preston to Wigan. It seems that the famous picture of the battle on Walton Bridge is just a bit of artistic licence! The number of visitors at this meeting either shows the interest in the subject or that our sales technique at the Craft Fair really worked!

The Annual General Meeting on **Monday 2<sup>nd</sup> July** began with the presentation of the prize for the competition to Sue Ward. Secretary Michael's read last year's minutes, and Edward the Treasurer presented the Society's annual accounts. There were no queries from members. Next came the Chairman's report, (which you are now reading). As well as the above events, on the Society front, our editor, Mrs. Fowler has been keeping up with the computer literate and not so literate contributors to the Chronicle. We have continued our watching brief on the planning applications front thanks to Elizabeth, who has made sure that the Society keeps in touch with events in and around the conservation area.

At this point in the Annual General Meeting I would usually have encouraging the members to buy tickets for the Mikron show in October, but not this year. Don't worry, Mikron will still be here, though we are able, through a kind donation from the Royal Bank of Scotland, to make the show free for all the members. Here is another great reason to become a member, as to attend one of Mikron's other venues; the show charge is £6, which is the same as our membership fee for the whole year. In case you are wondering, the Bank has developed a scheme whereby if a member of staff is on the controlling committee of a club or society in the community, they will give £250 to the Society! .

The speech was followed by the election of the officers and committee, no change there, though any willing volunteers will never be turned away. Our President, George Bolton then read out the winner of the Historian of the Year Award judged by Dr Geoff Timmins. For the third successive year this was won by George Bolton for his article, WORDEN, Ancient Manor —Ancient Surname , in Lailand Chronicle . 2000 — 2001.

Dr Paul Hindle of Salford University who gave a talk entitled, Maps for Local History , then entertained the members. Rather than show a series of maps in historical order or type of maps, his talk concentrated on the people who paid for the maps to be produced, who produced them and how. We heard of the things they wanted to show and those they didn't. His collection of slides included maps through the standard topographical to tithe, poverty, estate, fire company, church boundaries and, a personal favourite of mine, the canal and railway plans.

On Saturday 21<sup>st</sup> July 15 of the members went on this year's annual rail trip. This year to the Huddersfield Narrow Canal at Marsden. We left Leyland to go via Wigan North Western, but this first train was 5 minutes late, so the connection at Wigan Wallgate was missed. Then the second train was running late, so that left the group traveling on the third option, the South Lancashire line via Atherton and Walkden to Salford Crescent.



Here we changed to our third train for the short hop to Manchester Oxford Road, where we waited for the Liverpool — Sutherland express service that would take us from Manchester to Huddersfield. This also arrived 5 minutes late (note a trend) so we headed via Piccadilly and Guide Bridge to Stalybridge, where we joined the route of the Huddersfield Narrow Canal into the hills.

We could see the canal on the right from the railway as we climbed up beside it until it passed beneath us as it approached Diggle and the western entrance of Standedge Tunnel. Here the train also entered its own Standedge Tunnel, the fourth and most recent addition, after the restored canal and two previous rail tunnels now disused. As we left the 3\_ mile long tunnel, the Tunnel End Cottages and the Exhibition Centre could be glimpsed. The train then powered down the valley through Marsden, Slaithwaite and into the confines of Huddersfield Station. Luckily, the train back to Marsden was also delayed, so the members had a chance to walk out of the station to see the wonderful huge station frontage with its roman columns. The group then got the stopping train back to Marsden. This was our fifth train of the day.

Next to the station we found, the Marsden top lock with enterprising members of the Huddersfield Narrow Canal Society providing a canal taxi from the lock to the Exhibition Centre. The members decided to walk down the towpath towards the hills, looking at the boards with descriptions of the canal en route. When we got to Tunnel End, a team of Morris Dancers was entertaining the crowds of people outside the Waterside caf /restaurant, so we adjourned inside for a good meal. After lunch we all visited the Exhibition Centre, though we discovered that the first available boat trip inside the tunnel would not be until 5 pm, a bit too late for us. So we settled for looking through the displays and having a go at the education section, finally retracing our steps along the towpath until we reached Marsden top lock.

We all headed down the hill into the town at the bottom of the valley, passing on the way the health centre, which features in the Television series, *Where the Heart Is* . After looking at the main street where the Marsden Mechanics, the home of Mikron Theatre, holds a prime position, we headed back up the steep hill to the station, where we caught the stopping train back through the tunnel into Lancashire. On the return journey we left our incoming route at Stalybridge to go to Manchester Victoria via Ashton under Lyne. At Manchester Victoria we boarded the Clitheroe train, changing at Bolton for the last time, to a train that stopped at Leyland. This gave us a total of eight trains for the day.

Now I realise that this report may have been read in part by the members already, either via the bi-monthly newsletter or maybe from the infamous website, which has continued to grow since its inception in December 1999. It has now reached a point where, up to the end of June, the number of visitors to the site was over **2500**, nearly 2000 hits in the last year. Enquires have come from the U.S.A, Canada, South Africa, United Arab Emirates and New Zealand. The site has recently been linked to the Local History page on the BBC Lancashire website, the first subsequent enquiry coming from Granada Television.

I would just like to thank all the committee members for their assistance in the last eight years and I hope they will continue their support in the future.

**PETER HOUGHTON**

## **ORANGE SQUARE-**

### **Leyland s Forgotten Street.**

#### **And The Handloom Weavers of Leyland**

Orange Square is the area of Leyland history has chosen to forget. This area of handloom weavers cottages has been overshadowed by the cottages on Union Street (now Fox Lane), though the area was probably just as important, both historically and weaving wise, as Union Street.

Orange Square was situated just off Bradshaw Street (now Lancaster Gate), behind the current Leyland Library. The Square was situated on the site of the modern-day car park, in Spring Gardens. The Square was not actually a Square in the proper sense of the word, but more of a cul-de-sac.

The Square, looking southwards from the north side of the square, would have looked more or less like an L shape, with a row of nine cottages, one of which was a shop, coming towards you on the eastern side of the Square. There was then one detached cottage on the northern side, and a row of three cottages along the western side of the square. Then there were two small fields, or pastures. The other block of two houses, though fronting Bradshaw Street, officially, on the Tithe Map of 1844, also came under Orange Square.

If you have ever visited Spring Gardens, you will probably have noticed the lone weavers cottage still standing on the western side of the square. Again, looking southwards from the north side of the square, this was probably the last cottage in the block of three i.e. the cottage next to the two fields.

#### **A Brief History of Weaving in Leyland Before the Cottages**

Wool has been part of Lancashire s history since medieval times. William Walker, remembered in Leyland s history because of his gravestone in the Parish Churchyard, with a carving of a naked man symbolising mortality, on it, mentions, in the inventory of his will - *One stone of Wolle* , together with various equipment used in spinning.

From around the 1720 s onwards, Leyland was beginning to become a centre of weaving, but we must remember that this was wool weaving, because the British did not discover cotton until the 1750 s. Wool weaving and agriculture would have gone hand-in-hand with each other in Leyland, because, although weaving was growing in Leyland, there were still numerous farmers to be found in the South Ribble district.

After the 1750 s, it was only really the areas east of Blackburn that continued wool weaving. You can tell the cottages of cotton and wool weavers apart because cotton loomshops are usually in the cellar whereas wool loomshops are usually in the attic.

During the 1780 s, the firm of Livesey, Hargreaves and Co. started to employ handloom weavers in the Preston and South Ribble areas. This was the start of the weaving boom in Leyland.

### **The Cottages are Built**

In 1793, the Longridge Terminating Building Society was formed. A terminating society was like a building society but once the cottages were built, the society terminated itself, though a sort of committee still existed to lay down the rules with the tenants etc. This was the first terminating building society of its type in England.

A terminating building society was a society that built an area of houses, which were built using subscriptions and rents from the residents. The area had rules and was run by a committee. The Leyland Rules do not survive, though the residents would have obeyed rules like - *Do not cause any disturbances* , *Do not alter the buildings in anyway externally* and *Do not lay anything like ashes etc. in front of your or another member s house.*

By around 1802, the first Leyland Club , or Terminating Society , was formed. The main-man or chairman of this was George Bretherton, the landlord of The Bay Horse Inn (now The Fox and Lion ), at the corner of Union Street (now Fox Lane). This society built the Union Street (now Fox Lane) cottages.

In 1806, a second Leyland Club was formed, this time to build cottages on the Lower Townfields, one of the ancient fields used by Leylanders since the beginning of the village. The new street would be known as Bradshaw Street. It is more than likely that Orange Square was part of this development. The main-man or chairman of this development was John Bradshaw, the landlord of The Grapes (now the George IV), on Water Street (now Towngate). Unfortunately, I have been unable to find the name of the landlord.

The Union Street (now Fox Lane) development of cottages was built in stages, as the money flowed in. So it is possible that the Bradshaw Street development of cottages was built in stages, and that Orange Square was one of these developments.

Though the cottages were built by a Terminating Building Society scheme, the cottages were not originally intended for weaving. What the houses were originally intended for I have been unable to find out, though for some reason or another they ended up as weavers cottages, possibly soon after they were built. Maybe there were so many weavers for so few houses that the Club thought that it would be more profitable to let weavers inhabit the houses, though there are many possibilities as to why the cottages ended up as weavers cottages.

When originally built, the Orange Square cottages would probably have had a cellar, with windows, where the weaving would be done, and above the cellar would probably be a plain two up, two down house. One room downstairs would be an entrance hall cum living room, and the other room would be a kitchen. The two rooms upstairs may be bedrooms, or, in some cases, extra weaving rooms, with the occupants probably sleeping in the living room downstairs. Another possibility is that the upstairs is all one room.

A contemporary description of the cellar of a weaver s cottage in Walton-le-Dale, a similar cottage to the examples at Leyland, by a Joseph Livesey, reads as follows: -

*The cellar where my uncle and my grandfather worked held three looms, and so as soon as I was able I was put to weaving; and for seven years I worked at the corner of that damp cellar, really unfit for any human being to work in - the fact that from the day it was plastered to the day I left it the mortar was soft — water remaining in the walls, was proof of this. And to make it worse, the Ribble and the Darwen sometimes overflowed their banks and inundated this and all the cellars adjoining.*

### **The Architecture of Orange Square**

Orange Square was a typical example of Lancashire weavers cottages. The buildings were probably built out of handmade brick, not stone, which shows that the weavers were not as poorly off as we tend to think today. Bricks on the whole were expensive then, but handmade bricks would have been very, very expensive. However, after 1810, with the weaving declining and the invasion of the cotton mills, within one hundred years the Square would be on the verge of dereliction, one of the reasons why the Square was demolished during the 1960 s or 1970 s.

A clue to support the suggestion made earlier, that the cottages were not originally intended to be weavers cottages is that on the one remaining cottage, there is only one step to the front door. This is unlike the examples on Union Street (now Fox Lane), Bradshaw Street (now Lancaster Gate, now demolished) and Water Street (now Towngate, now demolished), where there are several steps.

It is also interesting to note that the one surviving cottage of Orange Square has two cellar windows with almost arched shape caps (both now blocked-up). This is interesting, because an arched window would cost a bit more to construct moneywise than a plain square window, as seen in the cottages of Union Street (now Fox Lane). This shows that the weavers were originally reasonably well off compared with the majority of their contemporaries.

Now the question arises: Why do you spend all that money on an arched window for the cellar when you can have the window as one of your house windows and show off about it?

The probable answer is that the owner,(if the house was rented out, tenants would probably not be allowed to change the building externally) is saying that it is not the house which is important, .it is what goes on down here that makes me money and keeps Leyland afloat economically.

And why use the cellar for weaving when you can use somewhere else in your cottage? Robert Marsden explains why:

*The old English handloom weaver in the cotton trade, in order to get the advantage of a bare earth floor, preferred to place his loom on a ground floor or in a cellar to an upper room, and often dug a hole beneath his treddles, into which he poured water. The evaporation from this kept his warp in the best condition for weaving.*



The above photograph shows the weavers' cottages at Water Street (now Towngate). Sadly, we have no surviving photographs of Orange Square, though the cottages may have been similar in appearance to those on Water Street.

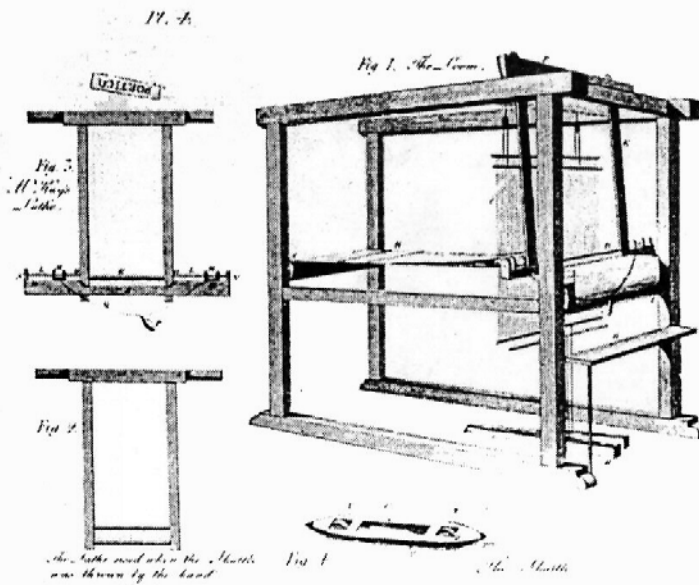
### **Weaving**

Basically, weaving means the production of textile fabric by using a loom. In weaving, you interlace the vertical threads, called the warp, with the horizontal threads, the weft, the latter being carried from one side of a loom to the other by a type of bobbin called a shuttle.

The handloom, which had been used since ancient times, was the most common type of loom in Leyland until the invention of the Fly Shuttle in 1733. Invented by a cotton worker from Bury named John Kay, the Fly Shuttle enabled cotton weavers to make garments much faster than before. The Fly Shuttle was probably the most common loom used by the weavers.

The powerloom, invented by the Rev. Edmund Cartwright in 1786, probably did not become commonly used in Leyland until the coming of the mills, around the 1840s, though some of the cottages may have used the powerloom.

In Leyland, the weavers would probably have woven just plain linen, with pattern weaving being confined to towns like Preston and Manchester.



Above is a diagram of John Kay's Fly Shuttle of 1733. From *A Compendious History of the Cotton Manufacture*, by R. Guest. Found in *The Lancashire Cotton Industry A History Since 1700*, edited by Mary B. Rose.

The weaver's wife would have spun on a wheel instead of using the loom, as in the picture below.



### Living Conditions

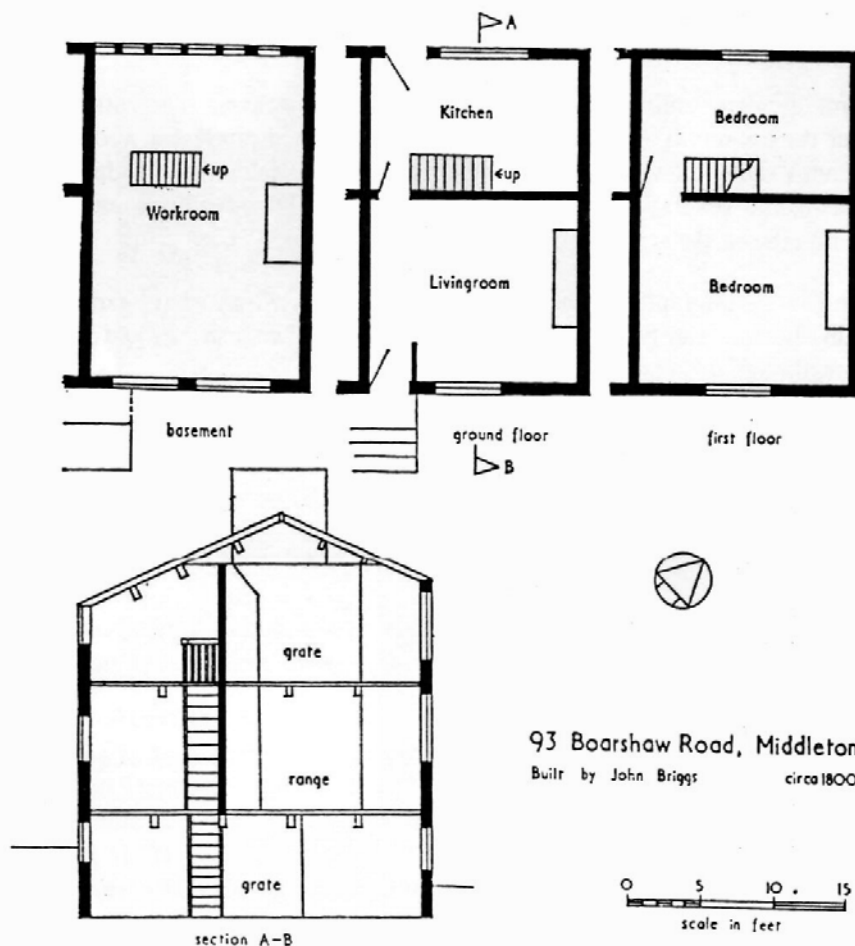
The weavers at Leyland lived in what was called a weaver's colony. As the name suggests, there were many weavers in Leyland. According to the 1841 census, there were 503 weavers in Leyland, 109 of who lived in the Bradshaw Street and Orange Square areas of the town.

The cottages were probably, as I said earlier, two-up, two-down houses, with a cellar, in which the weaving was done. The two downstairs rooms would have been a living room and a kitchen. The living room was sometimes called a Firehouse, because this room held the main fireplace of the house. The kitchen would probably have had a stove, but otherwise would have been very basic.

The two upstairs rooms (or perhaps just one upstairs room) would probably have been used as bedrooms, storerooms, or even an upstairs loomshop, but in Leyland this would be very unlikely. The cottages may have also had an attic.

The cottages would have had a backyard, in which there would be an outdoor privy. The cottages may have had a small outhouse that would have been used to wash clothes in, but this is only a possibility.

The cottages, as shown by the examples on Union Street (now Fox Lane), would probably have had a front cellar entrance, and maybe even a rear entrance as well.



Plan and section of weaver's cottage (93 Boarshaw Rd)

This plan, based on a handloom weavers cottage near Manchester, built around the same time as Orange Square, is a good example of what Orange Square may have looked like. The plan is probably similar to the plan of one of the houses on Orange Square. This diagram comes from the *Industrial Archaeology of Lancashire* by Owen Ashmore.

### Life as a Weaver

Life as a weaver would have been very demanding. During the summer, it would not have been surprising to find weavers in Leyland working from five o'clock in the morning until nine o'clock at night. Only the men would operate the handloom, the women instead spinning cotton in the traditional way.

The children of the family would have the difficult task of Hand Carding, in which the raw cotton fibre was combed between two hand-held wire brushes in one direction, until all the individual raw fibres lay in one direction and all the tangles had been removed. This job may have taken a few hours to complete!

Before c.1800, the weavers worked independently, selling their products direct to the manufacturer. But, from c.1800 onwards, the middleman came in, thus putting more pressure on the weavers to have their products ready as soon as possible.

The middlemen coming in made life harder for the weaver. The cotton merchant would deliver the cotton on a set day, and collect the finished product a week later. The cotton merchant would collect the linen in a cart towed by a packhorse. Modern historians have now quashed the once common belief that the weavers threw the linen out of the cellar window and into the cart!

In the above paragraph, I mentioned the middleman. From what I can make out, I believe the middleman may have been Horrocks of Preston, because they had a warehouse near the Cross, though this may be wrong!

Handloom weaving was only what we would call today a part-time job. The weaving would be done in the morning. After lunch (if the income had allowed lunch!), the weaver would go into his area of pasture (as the census of 1841 shows, usually about a couple of purchases — not very big!), where he would grow fruit and vegetables to help support his family, or maybe graze one or two animals (perhaps a cow for milk etc.).

In 1843, Lawrence Rawstorne of Penwortham, (who incidentally, according to the 1844 Tithe Book, some residents in Leyland had to pay tithes to, though not any of the Orange Square residents), wrote a description of weaving.

He wrote, *A good handloom weaver would then earn 30/- a week or even more.*

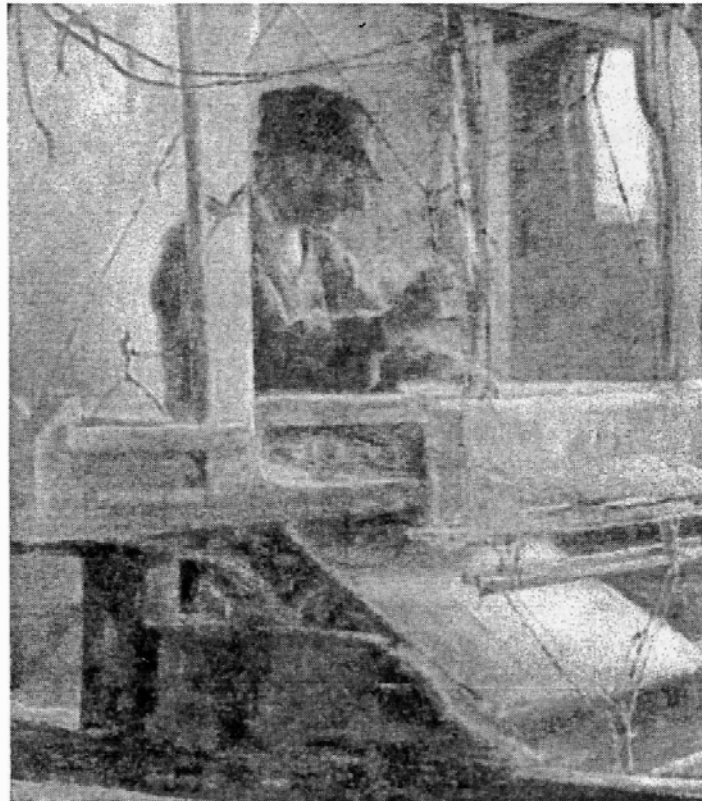
I notice Mr. Rawstorne was writing in the past tense so was Mr. Rawstorne describing the life of a weaver in Leyland in the 1810s or 1820s, not the 1840s? If Mr. Rawstorne is writing in the past tense, he may have been describing weaving before 1810, because that is when weaving started to decline in Leyland, though weaving did not completely die out in Leyland until the 1860s.



Here is a description of some handloom weavers by William Radcliffe, in his book *Origin of the Powerloom*, published in 1828. Mr. Radcliffe is describing the weavers he knew at the end of the 18<sup>th</sup> / the beginning of the 19<sup>th</sup> century:

*Their dwellings and small gardens clean and neat — all the family well clad — the men with each a watch in his pocket, and the women dressed to their own fancy — the church crowded to excess every Sunday — every house well furnished with a clock in elegant mahogany or fancy case — handsome tea services in Staffordshire ware.*

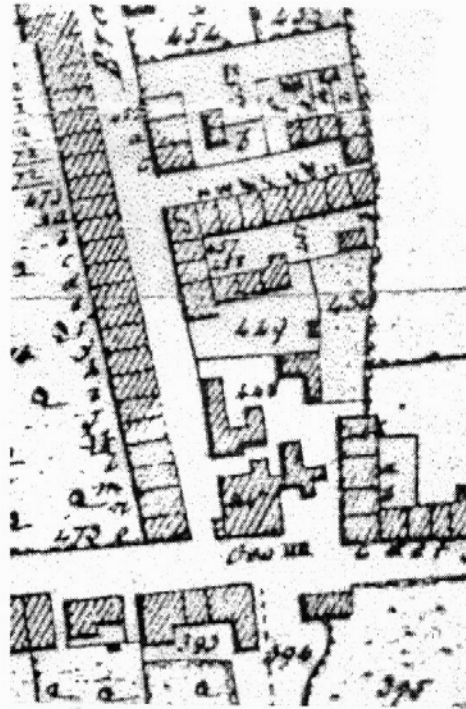
The weavers were quite wealthy at first. Evidence to prove this is shown by the two firemarks on the two cottages on Union Street (now Fox Lane). Firemarks were used to prove that an insurance premium had been paid on that house, so the fire brigade knew that if they put out a fire at that house, they would get paid.



Above is a picture of a handloom weaver working on his loom.

### **Who Lived at Orange Square in 1844?**

There are two good sources for finding out about who lived in Orange Square. These are censuses and Tithe Maps. I have decided to use the Tithe Map for this because I could not find the house numbers on the census, though the disadvantage of the Tithe Maps are that they only tell you the heads of the families.



### Tithe Records for Orange Square

#### 451 (Orange Square)

a= Cottage. Owned by Thomas Atherton, who rented the cottage to Thomas Lancaster with 2 \_ purchases of pasture. Tithe payable to the vicar — 6d.

b= Cottage. Owned by James Boardman, who rented the cottage to John Hilton with 2 \_ purchases of pasture. Tithe payable to the vicar — 5d.

c= Cottage. Owned by James Boardman, who rented the cottage to Richard Hunt with 2 \_ purchases of pasture. Tithe payable to the vicar — 5d.

d= Cottage. Owned by Thomas Readett (noted in Baines Directory of 1825 as a Manufacturing Agent), who rented the cottage to Margaret Cross with 2 \_ purchases of pasture. Tithe payable to the vicar — 8d.

e= Not recorded in the Tithe Book. Definitely a Cottage though.

f= Cottage. Owned by Betty Giller who rented the cottage to Thomas Wignall Jnr with 2 \_ purchases of pasture. Tithe payable to the vicar — 7d.

g= Cottage. Owned by Widow Ince, who rented the cottage to John Johnson with 2 \_ purchases of pasture. Tithe payable to the vicar — 7d.

h= Not recorded in the Tithe Book. Definitely a cottage though.

i= cottage. Owned by Thomas Readett, who rented the cottage to Margaret Turner with 2 purchases of pasture. Tithe payable to the vicar — 7d.

A purchase was not as big as it might sound! 2 \_ purchases only covered about the same surface area as the room at Prospect House where Leyland Historical Society hold their meetings! The plot of land was so small because the businessmen who employed the weavers did not want them to spend all their time in the garden, but this did not stop most of the weavers from weaving in the morning only, spending the afternoon gardening, producing vegetables.

### **The 1841 Census**

In 1841, 109 weavers lived in Bradshaw Street (now Lancaster Gate) and Orange Square alone. Of those, 51 were heads of families, and the remaining 58 were related to the head of the family, or were lodgers.

The 1841 Census is not 100% accurate because the person (apart from the very young) only had to give their age to the nearest five years. Also, in some cases, the men gave their ages older than their age actually was, and the women gave their ages younger than their age actually was!

Here is a typical example of a family living in Orange Square from the 1841 census:

<b><u>Name</u></b>	<b><u>Age</u></b>	<b><u>Occupation</u></b>
James Bowling	40	Cotton Weaver
Margaret (?) Bowling	40	Does not say
Hugh Bowling	13	Does not say
Robert Bowling	4	Does not say
Jane Whittle	7	Does not say
Ellen Pilkington	20	Cotton Weaver
Richard Pilkington	6 months	

One thing I noticed about the census information and the tithe information is that the tenants in the tithe information do not correspond with the heads of the family on any of the cottages. This has led me to believe that the tenants on the tithe map did not occupy the cottages themselves, but let them to another sub-tenant.

### Epilogue

After 1840, handloom weaving began to die down in Leyland, finally dying out completely during the 1860 s, a good twenty years after handloom weaving had died out in other areas of the North-West. Handloom weaving would probably have died out sooner if, as proposed during the 1780 s, the Leeds — Liverpool Canal had come through Leyland. This would simply have been because the canal would have attracted cotton mills to the area (even though there is no running river in Leyland!).

After the weavers left Orange Square, it probably became the home of poorer mill operatives. After 1900, records about Orange Square and who lived there are scarce. There are no recorded photographs of Orange Square, and no one seems to know when Orange Square was demolished, apart from the demolition that took place during the 1960 s or 70 s. Orange Square was demolished because the structure was in a poor state of repair (Mr. Waring says that in a study shortly before the demolition, the housing was described as some of the worst in Lancashire).

Today, Orange Square survives as the Spring Gardens Car Park, apart from one of the cottages, and the foundation layer of the cottages can be found on the western side of the car park.



*Orange Square Today.*

## **Bibliography and Acknowledgements**

*The History of Leyland and District* by David Hunt.

*The Lancashire Cotton Industry Since 1700* Edited by Mary B. Rose.

*Handloom Weavers Cottages in Central Lancashire* by J.G. Timmins.

*The Handloom Weavers* by Duncan Bythell.

*Industrial Archaeology of Lancashire* by Owen Ashmore.

Interesting website: [www.spartacus.schoolnet.co.uk/PRhandloom.htm](http://www.spartacus.schoolnet.co.uk/PRhandloom.htm)

I would like to thank Dr. Hunt and Mr. Waring for giving me some very interesting information about Orange Square and handloom weaving in Leyland, and to the staff at Leyland Library for allowing me access to the census records and to the historic photographs collection.

**JAMES MAWDESLEY**



## THE LEVER STORY

In the latter half of the 19<sup>th</sup> century a young man in Bolton produced his own brand of soap, but he needed a backer to finance him, so he visited all the mill owners in the town. All rejected him except one man, (a Quaker by the name of Brierley), who was so impressed by the young man that he decided to give him the backing he needed.

This young man was William Hesketh Lever, and having later met Mr Brierley's son, was persuaded to stay overnight and discuss the business venture.

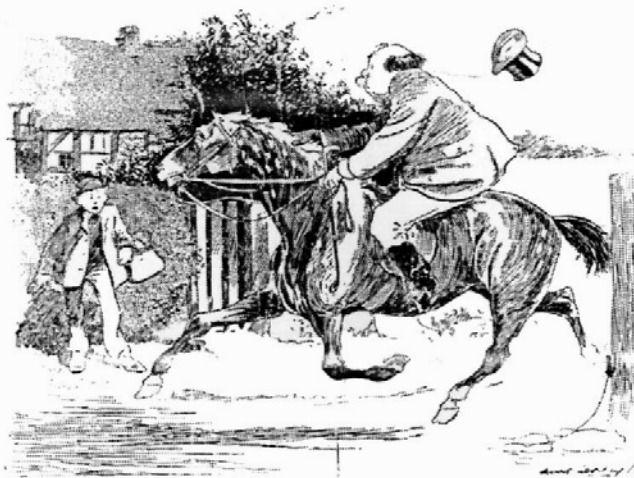
The two young men became the best of friends, and so, when Mr Brierley had discussed and finalised all the finer points of the business deal, William instantly asked Arthur if he would consider working with him once the project had got off the ground.

They initially opened up the business in Warrington with Sunlight Soap, but as it expanded William realised that he needed a new site.

He decided on the Wirral Peninsular, which was very marshy ground. As well as building the factory, he transformed the site into the village of Port Sunlight (named after his famous Sunlight Soap).

Later, he also patented his Lifebuoy Royal Disinfectant Soap.

At the turn of the century (circa 1900), my grandmother and my mother (then aged 10), visited Arthur Brierley (who was my grandmother's uncle) and they had photographs taken with the Lever family.



*Have you remembered? I was in England in London with you and the  
nurses you had I tell you! The horse was not English and  
I was not German! Ah!*

**Arthur William Brierley — October 1895 — Editor of Port Sunlight Journal**

Arthur was then secretary, editor and sketch artist. As the business flourished, Arthur also became the Foreign Correspondent, having studied French and German as a boy in private school.



In the factories and offices at Port Sunlight there was an abundance of light and space. In the workshops there was a little tramway track to pass on card boxes to the department where other workers were wrapping up the soap. In another department was the joiners shop and wood-box making, with the machines being driven by steam power, every process was mechanised. Even the printing (Sunlight Soap, Lever Bros. Ltd, Port Sunlight), on the sides of the wooden boxes was done by steam.



Sunlight Soap and Lifebuoy Soap were exactly the same, except that Lifebuoy was also impregnated with a large percentage of Carbolic Acid, so making it a disinfecting soap of high quality. These two soaps were exported all over the world and there were head offices in most countries, but the soaps were always made at Port Sunlight, although the oil mills were in the USA, Australia and other places overseas. Times have changed since then, but this is how it all began.

**D.O.GARDNER**

## **THE UNITED KINGDOM** **NATIONAL INVENTORY OF WAR MEMORIALS.**

### **Introduction**

Although there are many War Memorials from both the Crimean War and the Boer War, the vast majority of War Memorials in the United Kingdom were erected in the years following the First World War when every city, town, village and church proudly commemorated their sons who had made the supreme sacrifice.

The Memorials varied in size and form: from the largest — the Thiepval Memorial on the Somme in France commemorating 70,000 British and 830 South African Soldiers with no known grave, who died on the Somme in the period July 1915 to March 1918 and which was designed by Sir Edwin Lutyens; to the smallest — perhaps a simple plaque in some village church with a handful of names and an unknown designer, but just as dear to the people of that church as anything on a far grander scale.

Inevitably, the Second World War produced more memorials but, with far fewer casualties, not on the scale as that of the First World War. Often the new names were incorporated in the existing memorial where possible but, perhaps surprisingly, not all churches erected memorials to the fallen of the 1939 — 1945 war; even so, this meant that by the 1950s there were many thousands of War Memorials the length and breadth of the United Kingdom.

As time went on stories began to appear in the national press of dilapidated memorials in desperate need of restoration; memorials being removed from their original sites because of re-development and, amazingly, a large and heavy brass plaque commemorating men who had died in the First World War turned up in a scrap metal yard! Thankfully this memorial was saved but the time had come for some action to be taken to preserve the War Memorials of the United Kingdom which are, after all, a part of our heritage but even more, a lasting tribute to those who laid down their lives for their country in the cause of freedom.

### **The National Inventory**

The United Kingdom National Inventory of War Memorials (UKNIWM) was conceived with the aim of setting up as complete a record as is possible of the War Memorials of the United Kingdom and forming a new archive as no previous national record had ever existed.

As one of the early leaflets put out by the UKNIWM put it *The ad hoc nature of Memorial building by British communities after the First World War is the main reason for the previous absence of any centralised information about them. Whilst major monuments in the capital and the work of significant sculptors and architects has been documented there is no readily accessible source about the vast majority of War Memorials within the British Isles.* The leaflet continues *In order to rectify this situation a programme of fieldwork has been established. Recording sheets and instructions have been sent to parish councils and voluntary organisations such as local history societies and family history groups.* The leaflet goes on to outline the information required concerning the whereabouts of all memorials in each community, listing them as *in places of worship, business premises and schools, as well as public memorials on highways and in parks*



This research programme was initiated by the Imperial War Museum and the Royal Commission on the Historic Monuments of England and has been on going since it was set up in 1989.

Initially funded by the Leverhume Trust and the Rufford Foundation, after a merger of the Historic Monument Commission and English Heritage, the project is now supported by the National Heritage Memorial Fund.

Originally scheduled for completion in 1998, the increased funding enabled the project to continue, coming to a temporary halt on 31<sup>st</sup> July 2001 to allow time for the work involved in setting up the launch of the database on Thursday 8<sup>th</sup> November 2002.

In the last newsletter from UKNIWM, Summer 2001, the details of 45,000 memorials had been inputted. The database can be inspected at the Imperial War Museum and it is estimated that the final total of War Memorials recorded will be between fifty and sixty thousand. Eventually it is hoped that the database will be accessible via the internet

### **The War Memorials of South Ribble.**

The author s involvement with the Inventory got off to a shaky start. The Society was circularised by the North West Federation of Local History Societies C. 1995 informing member societies of the nature of the inventory and appealing for volunteers. Unfortunately no reply was received to my letter to the Imperial War Museum (IWM) and the matter was gradually forgotten.

In late 1996, however, the BBC ran their television series 1914 — 1918 at the end of which they broadcast an appeal for help for the National Inventory of War Memorials.(UK) as it was then known: A second letter to the IWM brought a prompt reply, so my involvement with the Inventory dates from 22<sup>nd</sup> January 1997 when I became a field worker for South Ribble. It was only in summer 2000 that I found out that I was the only one! With an original deadline for fieldwork and database creation of 31<sup>st</sup> March 2001 it began to look increasingly unlikely that I would be able to cover the whole of South Ribble particularly the outlying parishes.

Fortunately, a chance meeting at the Leyland Festival 2000 resulted in the western parishes being covered, and, with the assistance of member Dr. David Hunt, so too were the parishes of Walton-le-Dale, Higher Walton and Bamber Bridge. Interestingly, Gregson Lane Methodist had in store the memorial plaques from two churches now closed; Walton-le-Dale Methodist, (now, in fact, demolished) and Higher Walton Methodist. When the new church of Trinity Methodist, Gregson Lane is completed, a place will be found for these two plaques.

Leyland memorials presented no problems as they had already been identified in the course of my First World War research. St. Paul s, Farington, the Tardy Gate memorial and the churches of Lostock Hall likewise were quite straightforward.

At the time of writing the final total of South Ribble memorials is not to hand but is believed to be about sixty. Final lists will be sent out by the IWM shortly after the launch of the database in November 2001.

It might be of interest, to list the Leyland memorials as a matter of record:-

1. The War Memorial, Church Road, WW1 and WW2
2. St. Andrew s Memorial Plaque WW1 in the church
3. St. James Memorial WW1 outside the church, Slater Lane.
4. St. James Slater Lane WW2 Memorial Window in the north aisle
5. St. Mary s Memorial WW1 and WW2 Worden Lane cemetery
6. Wesleyan Methodist Roll of Honour WW1 South Ribble museum
7. United Reformed Memorial WW1 and WW2 Hough Lane
8. St Ambrose Memorial Plaque WW1 South aisle
9. St Ambrose Parish memorial WW1 outside the church Moss Lane
10. St Ambrose Memorial to the fallen WW1 three tablets in the reredos
11. Balshaw s Grammar school memorial plaque WW1 Balshaw s High
12. Balshaw s Grammar School Memorial plaque WW2 Balshaw s High
13. Balshaw s Grammar School tree sanctuary WW1 Balshaw s High
14. Frederick Wilson Hackforth Boer War Memorial St Andrew s Churchyard
15. Sergeant Frank Marland Boer War Memorial Plaque St James

## Conclusion

Thanks are due to many people who assisted in the recording of the memorials in the central and eastern parishes of South Ribble Borough. Churches nowadays are rarely open during the day, which means that appointments have to be made to gain access. Thanks are due to the clergy who, invariably, were helpful in opening up their churches so that the memorials could be examined and recorded.

For their assistance with the Leyland memorials thanks are due to Fred Ridyard, St. Andrew s; the Coffee Morning ladies at St. James; Harry Ashurst, United Reformed; Derek and Jean Brundrett, St. Ambrose and various staff members of Balshaw s High. Also to the Curator of the South Ribble Museum, Dr. David Hunt, for the Wesleyan Methodist Roll of Honour and for his assistance in covering the outer reaches of the eastern parishes of the Borough.

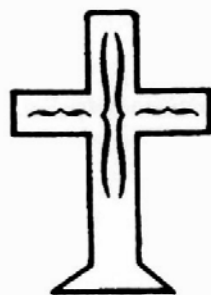
May I conclude with an appeal for information?. Although full details of most of the Leyland memorials were obtained from local newspapers of the day, St Andrew s Parish Magazines at Leyland Library, church records and items held by the South Ribble Museum, the origin of two memorials has not been established.

The memorial outside St Ambrose church seems to have escaped the record; when it was erected, unveiled and by whom, has not been discovered despite lengthy enquiry. However, the Chorley Guardian of 17<sup>th</sup> May 1919 records a meeting at the church, which states, *A memorial is in contemplation for the men of St Ambrose Parish, Leyland, who have fallen in the war. It is suggested that it will be erected in the open space in front of the church.* This proposal was obviously carried through.

Also, no date has been found for the erection and unveiling ceremony for the St. James WW1 memorial by the Lych gate on Slater Lane, although, a faculty was received by the vicar, the Reverend Charles Edward Fynes-Clinton, on 15<sup>th</sup> July 1920 for *the erection of a World War One Granite Memorial Cross to be placed by the entrance to the church* (Leyland St. James parish records at the Lancashire Records Office REF: PR3160/4/5). The Chorley Guardian of November 1927 records an Armistice Day Service at St James, which seems to indicate that the memorial was in place at that time. It has been suggested that Parish Magazines for St. James exist from about the period of the First World War; again, despite enquiry, none has been found.

Any information on these last two memorials would be gratefully received and, indeed, on any of the War Memorials in Leyland particularly if anyone knows of any that has not been recorded.

**W.E.WARING**



*You never know what little gems of stories you are going to unearth when undertaking research projects. In the course of researching the history of Farington Cotton Mill, the following item, from the Lancashire Post of 2<sup>nd</sup> November 1923 was given to me by Ephraim Livesey's grandson, Alan Brown.*

### **30 YEARS OLD CRIME**

#### **Man who fired at a Mill watchman. Judge and the prickings of conscience.**

*A shooting affair at Farington, near Preston, 31 years ago, led to the appearance at Lancaster Assizes today, of Robert Miller (54) labourer; a native of Nateby near Garstang. He pleaded guilty to unlawfully shooting one Ephraim Livesey, with intent to kill and murder him, at Farington on 22<sup>nd</sup> April 1892.*

*Mr. Jordan, prosecuting explained that at the time the named prisoner was a horse-man employed on a farm at Farington. Livesey was working as a night watchman at the Farington Mill, and on the night of 21<sup>st</sup> April 1892 the two men were seen together late at night. In the early hours of the following morning Livesey appeared at his home with shot pellets in his neck and face.*



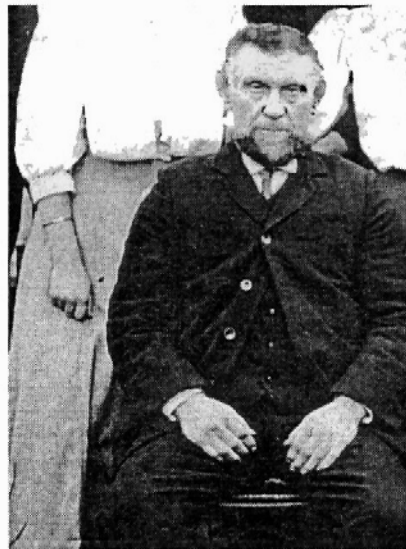
*The prisoner disappeared, and all trace of him was lost until 7<sup>th</sup> June last, when he surrendered himself to Supt. Thomas of the Aberystwyth Police, saying he had come to give himself up for shooting a watchman named Ephraim Livesey at Farington Mill, and that I thought I had killed him. He then made a long statement, which was before his Lordship.*

*On 29<sup>th</sup> June he was taken into custody by Sgt. Clayton, and said Yes, it has been bothering me these last two or three weeks. I shot him with a pistol, and I intended stealing the mill wages in the office, but when I shot him I went away. Is he dead?*

*The sergeant was able to relieve his mind by telling him that Livesey had lived for 20 years after the day that he was shot. Before the justices, accused said, I have nothing to say, but admit doing the job. That is all .*

*So far as he (Mr. Jordan) gathered from the depositions, and from an examination of the weapon, the pistol was a very antiquated one. It was apparently not a revolver in which bullet cartridges fitted. It appeared to have been charged with shot & small pellets.*

*Mr. Fyfe, for the prisoner, remarked that this was an extraordinary case. At the time of the offence the prisoner was a highly respectable man. His home was a poor one, but his parents had always done their best to give him a chance, and he himself had given every satisfaction to his employers. He (Mr. Fyfe) suggested that the offence was the result of a sudden lapse, and for 31 years Miller had had this crime on his conscience. It must have greatly troubled him, as his subsequent action showed. He had been in prison for four months. There was work waiting for him and a respectable home to go to.*



*Ephraim Livesey 1910*

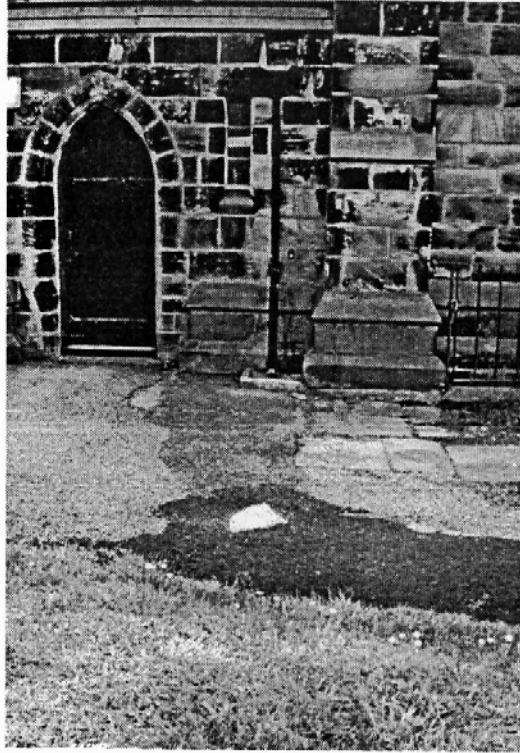
*Mr. Justice Branson told Miller he had confessed to a grievous crime, but the fact that he had confessed after all these years showed that it had preyed on his mind. His conscience had punished him very heavily for it, and he had been for months in prison on his own confession.*

*After considering the whole circumstances of the case, and the long time since the crime was committed, he (the Judge) thought it consistent with his duty to bind Miller over*

**Submitted by Joan Langford**

## A STONE IN THE WAY

On the path from Leyland Museum leading along the north side of St. Andrew's Church Leyland, to the main churchyard gate, near to the vestry door, there is a small light coloured, quadrant shaped, stone set into the path, flush with the surface of the macadam.



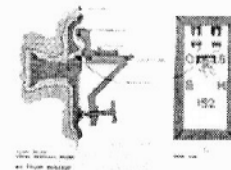
Incised into it are the initials R and E and a plain arrow pointing westward (see Illustrations 1 and 2). Received wisdom states that the initials stand for Royal Engineers and that the stone is an Ordnance Survey marker.



All very plausible, but I wanted to know more.

The general area certainly was first surveyed in detail in 1844-1846 by Captain Tucker and Lieut. Stanley, of the Royal Engineers, the map engraved in 1847 and published by the Ordnance Map Office at Southampton at the six inches to one mile scale (= 1: 10 560). Very many measurements were made of the height of the land in feet above Ordnance Datum (at Newlyn, Cornwall). These spot heights are known as Bench Marks and are recorded on the map by tiny arrows and the letters B.M. and the height in feet. As an illustration, there were thirty eight such indicators in a radius of one mile round Wellfield House (now Somerfield Kwik Save), the actual mark being a broad arrow incised into a vertical stone surface at the edge of the road. Very many of these will by now have been lost. It seems certain that the stone described above is not a bench mark and the problem remains, what is it and where was its original location, if, as seems possible, it has been moved from there?

However, continuing examination of the series of 19<sup>th</sup> century maps, in particular the larger scale (25 inches to the mile) map of 1894, it is quite clear that there was a bench mark located at the Church, as shown by a tiny arrow and B.M. height on the map at the north west corner of the nave. Examination of the church structure shows the presence of an Ordnance Survey benchmark near the base of the buttress at the north west corner of the nave. This was of a type indicating a level of importance greater than the incised stones described above, consisting of a metal (probably bronze) structure cemented into the stonework of the buttress. (see Illustration 3), of the flush bracket type, which enables a portable apparatus to be affixed as part of the height measuring process (see Illustration 3a). It carries the unique serial number G 2509.



The 1894 map in addition to the benchmark showed a small triangle with a dot in the centre located exactly in the plan representation of the church tower. This is the O.S. symbol for the presence of a triangulation point (triangle = triangulation = measurement of horizontal spatial location). I then contacted the Ordnance Survey Historical Mapping Archive with details of my local findings and in return received an extremely courteous and helpful reply. Firstly, they agreed that the path stone was not a bench marker, but rather a pointer left by The Royal Engineers to some feature, possibly even the triangulation point, but not knowing the original location (if different) of the stone further complicated the matter.

O.S. station points are resurveyed with increasing accuracy and recorded at intervals. One such resurvey of bench mark G 2509 in 1956 recorded it as a first order mark with altitude (height above datum) of 42.7742 metres = 140.34 feet. In addition to this, extremely important details of the triangulation point at the church were provided. Others may know, but I did not, that this triangulation point is sited on the flat roof of the tower. Very interesting details were provided of a typical refurbishment and resurvey of the station, 32 / T / 34, on July 24<sup>th</sup> 1945.

A metal bolt was inserted and soldered into the lead roof of the tower, to replace an earlier mark of unknown date. Four witness marks were inserted into the corners of the rampart of the tower, to enable precise measurements to be taken of the location of the bolt in relation to the structure of the tower, and a careful plan made of these distances, as shown by a 1971 resurvey. Photographs were included showing the environs of the actual station, together with a map showing where to obtain the key. A cost report of the 1945 work was shown:- materials and labour are shown as 7 shillings and 3 pence!!! In 1979 an extremely precise (8 digit) determination of the location of this point in the National Grid system was made, for interest I abbreviate it to SD (34) 541 422. The position of the flagstaff also was shown and the computer print out includes the practical comment: - UNSAFE TO USE IN A STIFF BREEZE PLUS (i.e. when it is blowing harder than a stiff breeze )

### **A Related Station?**

Triangulation points of themselves do not have any significance, it is only when they are related to two others that they form a rigid triangle for accurate surveys. I do not have access to a map of stations related to the St. Andrew s station, but it so happens that I have long had details of a trigonometrical point in Leyland, which could be so related and similarly dates from the 1840 s surveying era. In the east of Leyland early maps show a triangle symbol in a field about half a mile from the Wigan road, on the south side of Dawson Lane, located in the centre of a localised 250 foot contour, about 200 yards in diameter. I believe this to be the highest point in the township of Leyland. Some time before 1569 the Faringtons built a windmill on that site (ref. G.L.Bolton The Vanishing Windmill Lailand Chronicle No.7, Jan. 1973, p.10/11). Earlier, in 1958, the Ordnance Survey had kindly provided me with details of the establishment of Warden Hill Mill Field triangulation station in May 1842, sited some 25 yards to the south side of Dawson Lane.



I had long assumed that this station had disappeared, due to the construction of the Worden gravel pits or more recently the Royal Ordnance Factory (which precluded site inspection) but I included it in my recent query to the O.S. I was therefore surprised to find that in 2001 it is still regarded as a current trigonometrical station, recorded as Euxton (the frequent error) Observation Post and is stated to be sited at the Old Observation Post which clearly identifies it. A very precise survey in 1958 gave its National Grid Reference as SD (34) 563 212 (abbreviated). When this station was most recently refurbished is unknown, but as it is 1.4 miles from the station at Leyland Church, it is not unreasonable to suppose that both stations were used in the original mapping survey of the early 1840 s.

### **Summary**

1. A small engraved stone in the churchyard path has been described and discussed, but no firm conclusions can be drawn. A search for structures of similar material to that of the stone may indicate its original position.
2. Map and site evidence of other location markers within the church environs has been examined and researched.
3. Relevance of these markers to mapping surveys of the area made in the early 1840 s has been described.

### **Acknowledgement**

Help from Richard Short, Control Database Manager, Ordnance Survey, Southampton, is appreciated.

**G.L. BOLTON**

## TANDEM RECORD CENTENARY

On September 13<sup>th</sup> 1959, the day after his 88<sup>th</sup> birthday, my grandfather, Walter Massey Jolly, died. It was also the day I started my teacher training course.

It was only at the beginning of 1990 that this date became significant when I discovered, in a second-hand bookshop in Liverpool, a booklet of Northern Cycling Records. I knew my grandfather had been a racing cyclist in his younger days and into his thirties before he was married.

Although I lived with him for the last twelve years of his life he never talked about his cycling days. There were clocks and vases that he had won but no medals, certificates or written records.

Imagine my surprise when I found his name among the record holders. He and a club colleague, Sam Hurst, had set a north of England record for the Twelve Hours Tandem Bicycle of 201 miles on September 13<sup>th</sup>, 1902. My grandfather had died on the 57<sup>th</sup> anniversary of his record and no one in the family had known.



He and Sam were members of the Lancashire Racing Club having previously been members of Horwich Cycling Club in the days when A.V.Roe, of aviation fame, had been a member. Walter, who owned a cycle shop in Adlington (see photo; Walter is sitting at the front of a bike he built himself), had built the tandem which was tailor made to allow for the difference in height. Walter was the taller of the two.

The record attempt, according to the report in the *Chorley Guardian and Leyland Hundred Advertiser*, took place on the Anfield Club's course in Cheshire and Shropshire. During the course of the ride they suffered three punctures which necessitated changing inner tubes which they carried with them. They also had an accident caused by a pony shying! In spite of these setbacks they beat the previous record of 198 miles, which had been set up in June the year before. Distances were marked down to the nearest quarter of a mile for record purposes.

In 1999 I discovered that Astley Hall, Chorley, had the original certificate awarded to Sam Hurst which his daughter, Lily Jones of Adlington, had donated to the archives in 1984. A framed copy of this certificate has pride of place on the wall of Walter's last surviving child, Winifred Jolly, who celebrated her 90<sup>th</sup> birthday in April 2001. Walter had a varied working career. His first job, at thirteen, was working in a coal mine followed by work at Horwich Railway works, cycle repairer in Adlington, licensed victualler at the Mill Tavern, Walton-le-Dale, fish and chip shop proprietor in Leyland, engineer at Leyland Motors and finally garage proprietor on Golden Hill Lane, Leyland. He was forced to give up work at the age of 76. In 1947, the day after Princess Elizabeth was married, he was involved in an accident in the Mersey Tunnel on his motor bike and sidecar when he was in collision with a lorry which ran over his leg. Gangrene set in and he had his right leg amputated above the knee.

#### EDWARD ALMOND



## **THE HISTORY OF ROCK'N'ROLL WRITING**

Since the birth of Rock n Roll in the early 1950 s, there have been many attempts to write the history of popular music. These have varied from serious study covering the background the artists grew up with, to the history of a particular group or an off the wall diary as I will describe below. So in the time honoured fashion, I will take the reader through my personal favourite rock histories Top Twenty, but in my alphabetical order.

### **1. Keith Altham The PR Strikes Back**

An ex NME writer who left the paper in the early 1970 s to found an independent Public Relations agency writes this book only published this year. With his contacts in the business he has represented many of the most famous artists and with his retirement from the business he has written this book in the form of letters to his former clients. Some good, some more interesting, but definitely a good read.

### **2. Richard Balls Sex n Drugs n Rock n Roll — The Life of Ian Dury**

Written during Ian s illness it includes events up to his death last year. It is a story told, warts and all of a great British character and writer (I m a fan). The book details his early illness, leading to his disability and his efforts to overcome it. With his first group Kilburn and the High Roads he gained some critical success before finally coming to the public notice with the Blockheads.

### **3. Ray Davies X-Ray**

The first of three autobiographical volumes but being Ray Davies it is not a straight story. Told in the third person as someone looking back on his life it is a riveting read.

### **4. Tony Fletcher Dear Boy —The Life of Keith Moon**

Quite simply the whole life story of the world s greatest drummer, his life, loves, how to cherry bomb a toilet and who really drove that Rolls Royce into the swimming pool. Living life in the fast lane means you come to a dead end way too soon.

### **5. Pete Frame Rock Family Trees**

Anyone who has researched their family tree can relate to these two volumes, which take the idea that musicians make many partnerships throughout their careers. The results are family trees that chart the story of a group, or group of artists, from their original line up to the final group formation. In some cases, like Fairport Convention or The Byrds this could run to double figures, whilst The Who with only one change due to Keith Moon s death was not the best group to feature.

### **6. Stephen Gaines Her oes & Villains**

As they say with most stories, there is the real story, the gossip, the public relations version and the hatchet job (see Goldman — preferably elsewhere). This is a bit of all four, as the Beach Boys story does contain some dubious characters including the Wilson s father, ex managers and Charlie Manson, Dennis Wilson s special friend. Read all within, but don t believe it all.

### **7. Bob Geldof Is That It?**

An autobiographical masterpiece starting with an introduction based on his feelings as he sang 'I Don't Like Mondays' at Live Aid. As he tells his life story from his beginnings in a suburb of Dublin and his family problems, it is clear where his directness and pointed opinions started. With the Boomtown Rats he left Ireland to find world adoration, but first they played the Loderstar in Ribchester for their first British gig. Since the book was written in 1986, it might be said that Bob has lived enough for maybe two more volumes, especially if you saw his performance recently on the Parkinson show.

### **8. Charlie Gillett The Sounds of the City .**

Usually credited as being the first serious history of rock music it goes back to the roots covering blues, jazz, country, folk and ragtime. It shows the diversity of influences on modern popular music. It then details the history until the early 1970 s, including a selective discography for each year.

### **9. Ian Hunter Diary of A Rock n Roll Star .**

This is the story of an American tour by the early 1970 s rock group, Mott The Hoople, written in the first person by the group s lead singer and main writer. As an example of rock n roll life-style, it goes some way to explaining why rock stars have the reputation for throwing televisions out of hotel windows, trashing bedrooms and even occasionally driving cars into swimming pools. I should point out that this sort of thing does not occur in this book as the reason for the above activity can be summed up in one word boredom . Ian goes for true realism as the on stage excitement for two hours each night of the tour is compared with the remainder of the time in bland hotel bedrooms packing and repacking the same clothes over and over again. The differences between the members of the group eventually caused the lead guitarist to leave the group after this tour. The book is a beautifully written history of life on the road in the 1970 s.

### **10. Nick Kent The Dark Stuff**

A collection of articles written by one of the best rock music journalists on the New Musical Express (N.M.E.) in the early 70 s. The first part of the book is an extended essay on the life and times of Brian Wilson, the main writer and arranger for the Beach Boys.

### **11. Hanif Kureishi & Jon Savage Faber Book of Pop**

This is a collection of articles and interviews by various writers including a few mentioned in this list over the last forty years of popular music. A great book to dip into.

### **12. Ray Lowry Only Rock n Roll .**

This is an unusual book, made up of cartoons whose style made its author almost as famous in the NME as that other Lowry. He came from Salford too.

### **13. Ian MacDonald Revolution In The Head**

This is the 3<sup>rd</sup> book in the Top Ten written by an ex NME journalist, though this chronicles the recording history of the most important group in the history of rock music, - the Beatles. It lists, chronologically by recording dates, every track that the Fab Four ever recorded, either released on record or remaining unavailable to the general public.

**14. Dave Marsh Before I Get Old**

This is the history of the world's greatest rock group, namely the Who. Whilst a standard biography goes into the lives of the group members, this book goes into even greater detail, telling the story of the area where the four members grew up.

**15. Charles Shaar Murray Shots From The Hip**

Here was another great writer from the best days of the NME. His specialist subjects are Hendrix, Bowie and obscure English group of the sixties. The book has a collection of articles he has written through the years for various publications.

**16. Philip Norman Shout**

This is the standard history of the Beatles from the inside. However, Philip Norman does seem to have something against Paul McCartney, not altogether a bad thing as you would find.

**17. Jon Savage England's Dreaming**

Twenty years ago, British popular music went through one of its periodic changes. It was the birth of punk, later to be known as new wave. This book chronicles the people involved in the movement that eventually changed the course of music for the next ten years.

**18. Nick Swift Now That's What I Call Quite Good**

This is the story of the fourth best group from Hull, The Housemartins, who took their music with a sense of humour but their football more seriously. Though whatever happened to Paul Heaton and Norman Cook?

**19. Derek Taylor As Time Goes By**

A book written by the Beatles former publicist on his years with Brian Epstein, Apple and his days working in Los Angeles for the Byrds, Beach Boys and loads of other acts. It deals with the break-up of the Beatles and the failure of Apple with Allan Klein, the manager from hell.

**20. Timothy White The Near est Faraway Place**

This book tells the story of the Beach Boys, though it starts with the Wilson and Love families moving into California in the early twentieth century. Los Angeles was then the murder capital of America with the frontier attitude still in being.

As you can see, the list includes quite a few ex NME journalists who have gone onto pastures new. While I got the NME from 1971 to the early 1990s, these writers as well as many more wrote for a generation. The two biggest names started as a couple though they have not spoken for eighteen years. They are Tony Parsons and Julie Birchall, now famous writers and broadcasters. Others, like Chrissie Hynde, left reporting to become an artist. She became the leader of the Pretenders. The infamous Paul Morley left the paper to run the promotion of Frankie Goes To Hollywood and is now better known as a media correspondent on the 70s etc. and Top Ten Shows. Neil Spencer, a former editor, now works on the Observer, while James Brown founded the lads magazine, Loaded. Finally, on television you find Stuart Cosgrove, a commissioning editor for Channel 4, though whether he commissioned Brass Eye recently I don't know. This was co-written by another ex NME writer, David Quantick.!

**PETER HOUGHTON**

## NEDDY SPRINGS

While I have been doing research for my books on the history of Farington and its folk, a number of people have said that I really should include a piece about Neddy Springs.

Neddy Springs? I got out all of my maps and studied them closely, but could not find any reference to Neddy Springs. I looked in all the books I had about the area — nothing. Until .. George Birtle in his book *Green Pastures* told me that when he first went to Spurrier Works it made him rather sad to think that hereabouts was once Neddy Springs .. So now I knew where to look, but what was so special about the place? Direct questions seemed to be the only solution, so, armed with my notebook and pen I set out. What do the words Neddy Springs mean to you?

It was obviously a place which meant a great deal because, without exception, the happy memories shone through the eyes of everyone I asked. Those wonderful, carefree days of blue skies and endless sunshine, of birds singing and insects buzzing, with space and time to enjoy oneself and be happy. Neddy Springs was a place for picnics, games and a green place where children could let off steam safely all day; where couples could go for a chat, and a place for family outings. At Easter time it was where Farington families went for their Egg Rolling tradition.

For Joan it was the memories of going with her Sunday School teacher and class, down Mill Street, over the railway, across Rubber Road (*the local name for Wheelton Lane*), over a stile and across two fields till they came to the farm on Mill Lane (at the top of Hall Lane.) Then through the farmyard, across a couple more fields and they were there, and had such fun playing games all afternoon. She also remembers Neddy Springs as being not far from Marsden's Corn Mill .

For Eileen and her friends it was up Hall Lane from Golden Hill Lane, to the farm. She remembers it was always her job to shut the farm gate, and they called Neddy Springs little Blackpool because around the area of the spring the soil was quite sandy.

When John's family went there for a picnic his parents often went via the Wheatsheaf Inn (on Croston Road). The children waited outside while their parents went in to purchase bottles of pop and sandwiches, then down Mill Lane they went, to the farm.

Shirley remembered their picnics too. Off we went with bottles of drink and some food in our bags, for the whole day. None of the worries then of the stranger dangers of today — simply carefree fun and adventures, children using their imaginations and living in their world of make-believe.

For Bill the excitement of going to Neddy Springs began with riding on his little seat on the cross-bar of his father's bike.

89 years old Elsie had one sister and seven brothers. She remembered how her mother often met them from school (*Farington C.E. Endowed School*) and, armed with sandwiches and bottles of home-made lemonade, they all went to Neddy Springs to play, run around, and generally let off steam until it was time to go back home, have a wash and tumble into bed, happy and worn out. (She giggles, realising that for mother this meant no mess in the house, and that they must all have gone to sleep very quickly.)

Tom remembered, with affection, going there every Sunday afternoon and, when they got to a certain age, he and his pals found the mounds and the mounds in the field were very popular for doing a bit of courtin !

What a busy place that farm-yard must have been at weekends and during school holidays, and what a patient farmer Robert (*known as Bob*) Forshaw must have been over the years.

Next came a real stroke of luck. For so many people, their route to Neddy Springs went through the yard of Farington (Old) Hall Farm, and I managed to make contact with John Forshaw, the last tenant there. *John told me that his grandfather took over the farm, in the 1880s, when he married the daughter of the then owner, Mr. Wright. His own father (Robert) was born at the farm, John spent his early years there, and so too did his own children. John's grandfather had run it as a mixed farm, but John himself was a dairy farmer.*

*The farm was the site of the Old Farington Hall, and by the 20<sup>th</sup> century the farmhouse was in three main parts — the old Tudor section, still with some of its original mullion windows, a newer living area, and a third part which included the bathroom, toilets and kitchen areas. Once, when John and his family were doing some decorating upstairs in the old part of the house, they discovered a blocked-up window which still had in it some of the original Elizabethan glass — blue/green in colour and very fragile.*

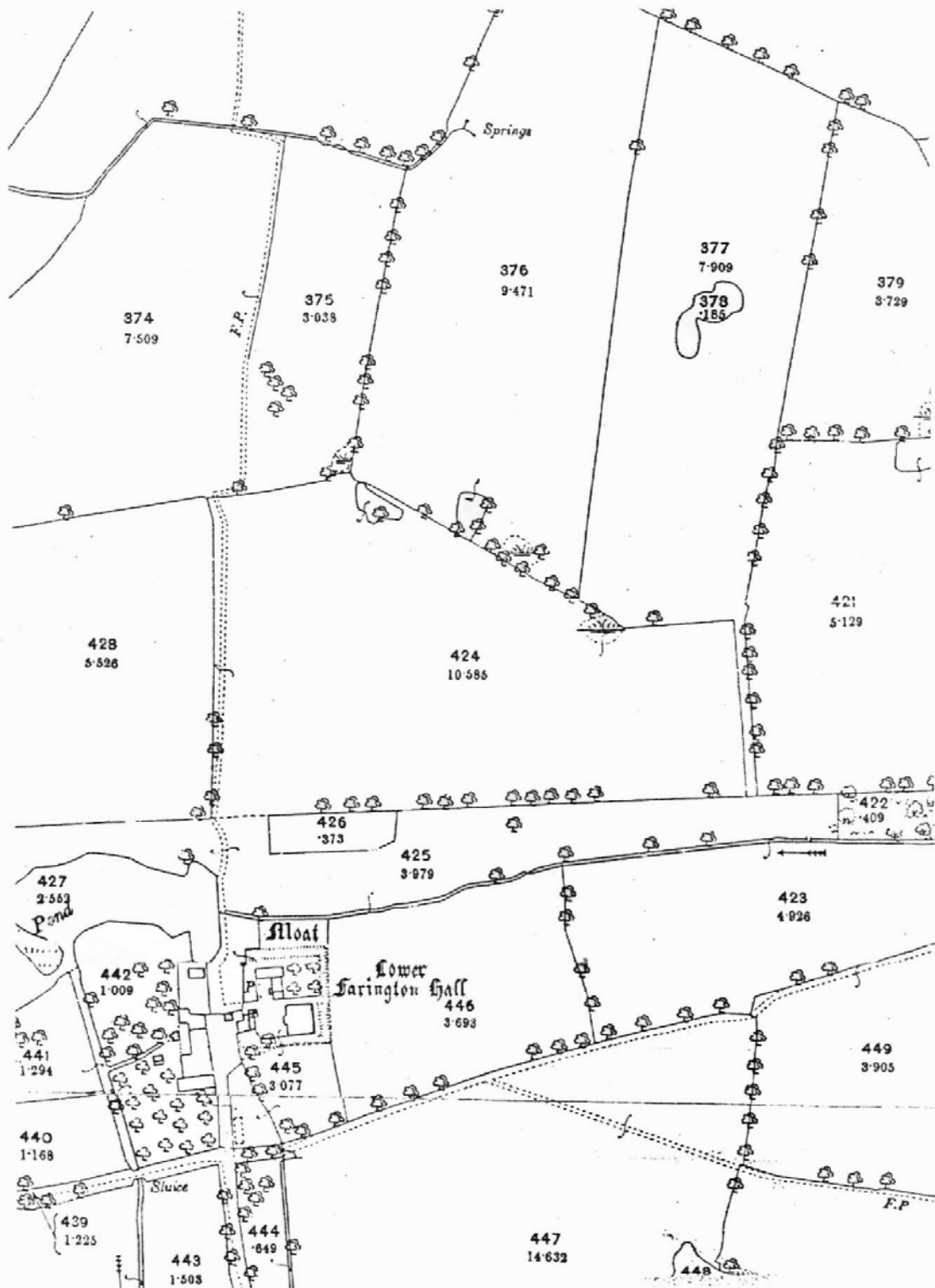


*Farington Hall Farm 1970s with the old (Tudor) Hall in the middle section*

*The Forshaws left Hall Farm in 1976 and the buildings, sadly having been attacked by vandals, were demolished in 1977, but John's daughter Anne told me, if you know where to look, there is still an old chestnut tree (which she remembers from her childhood days) and a few of the trees from their orchard where the farm once was.*

In 1955 John became the tenant at Farington Hall Farm, by which time Leyland Motors had taken over all the land adjacent to the farm, including the Neddy Springs field. He remembers well the Neddy Springs stories and has been able to confirm the exact location for me, as seen on the 1894 map opposite. (*The Springs are at the top of the map, two fields above Lower Farington Hall.*)





But why Neddy Springs? There have been many suggestions to the origins of the name, but actually the name appears to come from owd Ned (*Edward*) Bretherton — the field with the spring was part of the Bretherton s farm in the 1800 s.

Because the water was so pure and constant, it was put to commercial use. A small tin shed on the banks of the River Lostock (close to the Springs) contained an electric pump which for many years dispatched the water, through pipes, to the Lostock Hall engine sheds, where the water was used to fill thirsty locomotive boilers. Pure spring water did not contain any of the additives in tap water which meant that the engines' boilers and tubes did not need de-scaling as often as would otherwise have been the case — thus saving time and money. The pumping station was well maintained by BR staff — until the demise of the steam engines — but despite all the water pumped away there was still sufficient for local people to enjoy at Neddy Springs, before it drained into the River Lostock.

Neddy Springs itself is remembered as a very small squirt of water bubbling up out of the ground, but was constant, pure, clean and refreshing (both to drink and wash your hands, face and even feet in). Also, around the spring, wild watercress grew in abundance, which tasted absolutely wonderful. Some say the water had medicinal properties. Eileen certainly believes this. As a child and young woman she suffered badly with sties on her eyes. A friend told her to bathe her sore eyes in water from Neddy Springs — which she did for a while, and has never had any eye problems since. Others said that if you wished whilst drinking the water, the wish came true!

When Leyland Motors took over so much of the land in that part of Farington for the Works development, the footpath to Neddy Springs was closed to the public. Oh how I wish I had had the chance to get to this little corner of a green utopia, Farington s Secret Place, before Leyland Motors!



*The Mackarell family from Mill Street (Sarah, Ronald and daughter Ivy, 1931) on one of their regular Sunday afternoon trips to Neddy Springs.*

**JOAN LANGFORD**

## **POT-POURRI TWO**

In Lailand Chronicle no. 42 I presented a pot-pourri of items noted in the course of research but, whilst not being related to the subject being studied, were considered as being of interest and worth recording.

Pot- Pourri Two continues the theme.

### **The Funeral of Mr W.P.McMinnies at Leyland**

*The funeral took place this morning at Leyland Parish Churchyard of Mr W.P.McMinnies, J.P., who died at Taverton (sic), Worcestershire, at the age of 62. The body was brought to Leyland yesterday and taken to St. Mary's R.C. church, which the deceased gentleman formerly attended. The funeral service was conducted by the Rev. Fr. Wilson, assisted by Fr. Buggins, and was attended by Mr Gordon McMinnies, son of the deceased, also by Messrs N. Bretherton and J. Whitaker. Deceased formerly resided in Farington Lodge and was managing Director of Wm. Bashall & Co., Ltd. Farington Mill. He took an interest in the welfare of the workpeople and provided them with an institute and bowling green. Mr McMinnies was also a former member of the Aspull Hunt!*

The above account appeared in the *Lancashire Daily Post* of Friday, March 22, 1918

The Leyland St. Mary's register records, *Died March 18<sup>th</sup>, 1918 William P. McMinnies at Laverton. Aged 62. Buried March 22<sup>nd</sup>. Signed Neville Wilson, O.S.B.*

The above entry appears in St. Mary's original register which is now in the Lancashire Records Office REF:RCLd/1. The book also contains a history of the parish and a list of benefactors from the time the mission was founded in 1845, to 1891 when the compiler, Father William Anthony Bulbeck, O.S.B. (parish priest at Leyland 1882 — 1891) left Leyland and transferred to Much Woolton.

The list of benefactors contains the record of many gifts by the McMinnies family: J.G.McMinnies Esq., M.P. for Warrington and part owner of Bashall's Mill at Farington, although an independent himself, gave *one hundred pounds towards the purchase of the old Independent Chapel (built in 1844 on Towngate) for a school in 1879, having prevailed upon Fr.Procter (the then parish priest) to purchase it.* The old Ebenezer Independent Chapel was, by then, of course, surplus to requirements as the new Congregational Church had been built on Hough Lane and had opened in 1877.

William P.McMinnies, subject of the above obituary and nephew of J.G.McMinnies, Esq., gave £50 towards the purchase of the old chapel and £10 for the support of the school. In 1883 he donated £25 to the Infant School Fund, and also £50 to the same fund in the following year. In 1889 he gave *£5 towards the Hot Water Apparatus and beside made frequent annual subscription.* A truly generous benefactor who made his mark in late 19<sup>th</sup> century Leyland and Farington.

**Note 1.** Although in the Lancashire Daily Post account Mr McMinnies home is given as Taverton, Worcestershire, it is in fact Laverton just over the Worcester/Gloucester border in Gloucestershire being some two miles south-west of Broadway.

**Note 2.** In St. Mary s original register the Memorabilia of the calendar (LRO REF: RCLd/ 2) was produced with RCLd/1. The book contained the memorabilia loose within the back cover: Interestingly it included a newspaper cutting from the Liverpool Weekly Post of February 8<sup>th</sup>, 1890, of the death and funeral of Mr J.G.McMinnies.

For further items on the McMinnies family see member Joan Langford s books on Farington.

### **An Interesting Grave.**

Churchyards in general are a well-known source of information especially for the family historian and Leyland churchyard is no exception. The following inscription was noted recently and, although of no particular interest to the writer, it is given here to show just how much information a grave can provide.

*William Boardman Died Feb. 28<sup>th</sup> 1785 in his 26<sup>th</sup> year.*

*In London I lived in Leyland I dyed*

*I asked for my life but God me denyed*

*My blooming youth he resolved to deface*

*And send me unto a much better place*

*Then my dearest friend be not in dismay*

*I just go before to show you the way*

*Susanna the wife of Richard Boardman departed this life November 10<sup>th</sup>, 1786. Aged 44 years*

*Thomas Boardman late of the Sun Fire office, London died May 27<sup>th</sup>, 1790 Aged 52 years*

*James Boardman father to the above William and Thomas died Nov 11<sup>th</sup>, 1792. Aged 81 years*

*Here lies the body of Richard Boardman of Leyland late schoolmaster of Moss Side School who departed this life September 9<sup>th</sup>, 1793Ao*

Here we have an interesting and somewhat unusual epitaph and information that at least two members of the family had lived and worked in London, even the name of the insurance company that Thomas worked for being given; also that Richard had been the schoolmaster at Moss Side School.

It must be said that it is unusual to find so much additional information on a gravestone, but to anyone researching this family it would be a most interesting find. Whether they are related to the Boardmans who were co-owners of Bashall and Boardman's cotton mill at Farington in the 19<sup>th</sup> century is not known.

The grave is located some eight yards south of the south door of St. Andrew's and to the left of the path.



### **An Unknown Hero.**

To the readers of the Lancashire Daily Post during 1914 — 1918, when Europe tore itself apart in what became known later as the First World War, it was almost a ritual to check nightly to see if any of the casualties were known to them. Apart from the reports in the paper devoted to the fallen, families often reported the deaths of their loved ones in the Obituary columns of the paper, but the In Memoriam column of the Post of Monday, July 23<sup>rd</sup>, 1917 contained the following poignant item:—

*In grateful memory of an unknown hero of the Loyal North Lancashire Regiment who was killed by a sniper whilst carrying a wounded comrade on July 23<sup>rd</sup>, 1916.*

*Greater love hath no man than this that a man lay down his life for a friend —  
From Private George Williams (Preston Pals), Alder Hey Hospital Liverpool.*

Presumably, George Williams, was the wounded comrade and the unknown hero of the Loyals possibly a fellow Pal; but would it be possible, at this distance in time,, to identify the soldier who lost his life in such an act of bravery? It would depend entirely on whether this was an isolated incident or part of a much larger action with many casualties.

The 7<sup>th</sup> battalion, Loyal North Lancashire Regiment, of which the Preston Pals were a part, went into the line at Bazentin-le-Petit, some 9km north-east of Albert, when the Battle of the Somme had already been raging for some three weeks. The main attack took place on July 23<sup>rd</sup>, 1916, in an action known as the Battle of Bazentin Ridge when the battalion lost 67 other ranks killed in action and the total casualties for the four days that they were in the line amounted to 11 officers and 290 other ranks killed, wounded and missing.

With casualties of this order it is clearly impossible to make an identification of the soldier of the Loyals who laid down his life on Bazentin Ridge — he must remain for ever an Unknown Hero .

### **Sudden Death of Euxton Licensee**

*The death occurred suddenly on Tuesday Dec. 8<sup>th</sup>, (1925) of Mr Jeremiah Cornwell, licensee of the Plough Inn, Runshaw Moor, at the age of 63. He had just served a customer and went to put some coal on the fire, but collapsed whilst doing so and died almost immediately. Death was due to a seizure.*

*Mr Cornwell was very well known in the district and was a native of Euxton. For many years he resided on the Worden Hall estate, where he was a gamekeeper, and later took up a similar position on the Euxton Hall estate, Lt.Colonel W.I.Anderton who has written to the relatives expressing deep sympathy at their loss. He was at the Plough Inn for 0?00 years and was popular with everyone in the neighbourhood. A widow, four daughters and a son survive him*

The above account appeared in the Chorley Guardian of Dec. 12<sup>th</sup>, 1925. Unfortunately, the first number of his time at the plough was unreadable on the microfilm copy seen at Chorley Library.

The popular pub and eating house has change much since Jeremiah Cornwell s time. Even in the years after World War Two it still had a tiny bar and two small rooms. What has not changed however, is the name by which it is commonly known and which commemorates the old landlord - Jerry s

### **The Old Terrace Names of Leyland —Addenda**

Since Michael Park s original article on the old terrace names of Leyland in Lailand Chronicle No. 40, new information still comes to hand. The following four terraces, all on Golden Hill Lane, were identified in the course of family-tree research

#### **Norman Terrace.**

Originally numbered 1 —10, it is now 18 — 36 Golden Hill LaneThe terrace has a plaque at its eastern end.

#### **Golden Hill Terrace**

Situated next to the Leyland and Birmingham Rubber Works, its name is prominently displayed. The old numbering was 1 — 9 and the new 106 — 122.

#### **Northbrook Terrace.**

Originally 1 — 16, it is now 218 — 248

#### **Westbrook Terrace.**

Old numbering 1 — 7, the new264 — 276. Neither of these last two terraces bears a plaque. Although Leyland was re-numbered in the mid 1930s, two streets still retain their old consecutive numbering. - Broad Street and Edward Street off Towngate. Does any member know of any other streets in Leyland that do not conform to the modern formula left — odd, right — even ?

**W.E.WARING**

## **RAIL TRIPS 8 - Rails out of Wigan to St Helens & Southport**

For this year's rail trip, I will take you down the West Coast Main Line to that exotic town of Wigan. From here we will continue first on the Lancashire Union Line towards Liverpool Lime Street. The second part will follow the route from Wigan to the seaside at Southport. (Part of this trip did appear in Chronicle No 43, now out of print).

Leaving Leyland from platform 2 as all the Liverpool trains now do, the train travels south along the West Coast Main Line, the line between London Euston and Glasgow. This section from Wigan to Preston was built and opened by the North Union Railway on 31<sup>st</sup> October 1838 as a continuation of the Wigan Branch Railway from the Liverpool and Manchester Railway. Following the rebuilding of the main stations on the line, and the closure of the other smaller stations, Leyland's Platform 1 is now probably the oldest used platform on the whole line from London to Glasgow!

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. Here the Bolton and Preston Railway was joined to the North Union Railway in June 1843 (deviating from the originally planned direct route to Preston using the Walton Summit tramway). The site of the old LMS sign (L) used to show the route To Chorley and Manchester. Here also was the site of the Euxton Junction Station, which survived until April 1917. However, all you see nowadays is the civil engineer boundary post between Preston and Manchester.

As we head through Euxton, we pass the site of two level crossings at Euxton Lane and School Lane. These have now been converted to under bridges, though the crossing keepers houses are still in position close to the tracks.

The next site of a level crossing was converted into an over bridge when the lines between Euxton Junction and Standish were quadrupled in 1895. The new station, Balshaw Lane and Euxton, has been built on the two new slow lines. The original station was closed on 6<sup>th</sup> October 1969; then rebuilt and reopened in December 1997 this being the only stopping point before Wigan. The original level crossing was the scene of an accident in 1841. A coal train ran down the Chorley-Southport stagecoach as the crossing keeper forgot to close the gates to the road when he went for his midday meal!

As we pass over the later viaduct on the slow lines, over to the left on the fast lines, there is the original embankment. Spare a thought for the serious setback, which occurred during the construction of the line on 22<sup>nd</sup> October 1837, when about thirty yards of the great culvert over the River Yarrow suddenly collapsed, completely damming the river. Heavy rains on the following two days caused the water to rise thirty feet. The embankment collapsed and a great quantity of earth was washed away. McKenzie the contractor was held responsible.

Immediately after the viaduct or embankment, we reach Balshaw Lane Junction where the two slow lines merge into the fast. The lines from here to Standish were cut back when the electrification went through in 1973. We now pass through Charnock Richard in a long cutting with a depth of 60 feet. As we head towards Coppull we can see, on the right, the remains of the branch to Chisnall Hall Colliery, the small hills in the distance probably having a past life as slag heaps.

With the Royal Scot public house to the left, and the Coppull Mill right, we enter the village of Coppull. The site of Coppull Station, which closed on 6<sup>th</sup> Oct 1969, is on the removed slow lines adjacent to Spendmore Lane. We have climbed from Leyland, to the top of Coppull Hill. Now begins the descent to Wigan. The final gradient - Standish to Wigan is 1/140, the steepest on the West Coast Main Line from Crewe to Preston.

As we head downhill, we reach the site of Standish Station, where the Whelley Route from Standish Junction to Bamfurlong Junction originally left the main line, avoiding the centre of Wigan and rejoining the main line two miles south of Wigan. This line, singled in 1972, when the electrification from Wigan to Preston was completed on 23<sup>rd</sup> July 1973, went totally out of use in 1974.

As the double track line heads down towards Wigan, we reach the junction with the Lancashire Union Railway at Boars Head. This line, which opened on 1<sup>st</sup> Dec 1869, from the junction with the Euxton Junction to Bolton line at Adlington, finally closed to goods traffic on 25<sup>th</sup> May 1971. The Boars Head Station, which closed on 31<sup>st</sup> January 1949, served both the main line and the branch line.

As we head over the Wigan embankment, we can see the new Wigan Football Club  $\square$ . In the distance, Trencherfield Mill, which houses the largest working steam engine in the world, shows the position of Wigan Pier, now the heritage centre of world renown. The Way We Were Exhibition historical experience, with displays and acted out situations, shows the hard life that the people of Wigan endured to bring the coal to the surface. The museum was created from the warehouses that used to serve the canal basin

The name Wigan Pier was first coined as a joke by the music hall star George Formby Senior at the expense of the seaside resorts of Southport and Blackpool. Later George Orwell, in his book *The Road to Wigan Pier*, in his search for this wonder, used it as a symbol of decay for the falling fortunes of the industrial North. The actual pier, now reconstructed, was to enable coal wagons from the nearby pit to be tipped directly into the canal boats. In fact the last commercial traffic on the Leeds and Liverpool Canal was from the Bickershaw Colliery to the Wigan Power Station until it closed in 1971. On the left, the Wigan Rugby Football Club lights at Central Park can be seen, together with the Santus family's factory where the world famous Uncle Joes Mint Balls are made.

Heading over Wallgate bridge, we see Wigan Wallgate Station (L), opened on 2<sup>nd</sup> February 1896. Here the lines from Manchester and Bolton, head under our lines, either north west along the Douglas valley to Southport, opened on 9<sup>th</sup> April 1855, or south to Kirkby along the old Lancashire and Yorkshire Railway line to Liverpool, opened on 20<sup>th</sup> Nov 1848. However, to continue your journey to Liverpool today, you would have to change at Kirkby and join an electric multiple unit. The present station opened on this site on 18<sup>th</sup> February 1888, replacing the much smaller 1838 station. The name serves to remind us of the previous owners of the railway, The London & North Western Railway.

The first section was opened as the Wigan Branch Railway on September 3<sup>rd</sup> 1832, from the original Wigan North Western Station to the Parkside junction on the Liverpool & Manchester Railway. The promoters of the railway were the Wigan coal proprietors who appointed C.B Vignoles as their engineer.



## ***The Route to St Helens***

As we leave the station, the lines from Wigan Wallgate Station on the left, rise from the cutting under Wallgate and join our lines before leaving again on the left for Manchester via Hindley and Atherton. We pass over the main line of the Leeds & Liverpool Canal heading up the 23 locks from Wigan town centre to the top lock at Aspull.

The Lancashire & Yorkshire Railway Wigan Wallgate avoiding line, used to pass over the main line at this point. The remains of the Crow Orchard colliery can be seen to the left. We pass the Springs Branch on the left, which was opened on 31<sup>st</sup> Oct 1838 as a colliery branch. It is now a locomotive engine shed but is less used than in previous days.

At Springs Branch Junction No 1, a line leaves to the left. This is the former London & North Western Railway route from Wigan to Manchester via Platt Bridge, Hindley Green, Howe Bridge and Tyldesley, then on to the Liverpool & Manchester Railway at Eccles. This line now only leads to the former Bickershaw colliery. The colliery was closed after the 1980s coal strike. Opposite the shed, the site of the Moss Side Ironworks & Moss Colliery can be seen as the train passes Springs Branch Junction No2. Here the former Lancashire Union Railway takes its route to Liverpool via St Helens.

The Lancashire Union Railway, in its plan for a railway from Blackburn via Chorley to Wigan, also included in its Act of 29<sup>th</sup> June 1865, powers to extend to St Helens. The gradients were heavy as from Gerard's Bridge the line climbed steeply to Garswood at an average of 1 in 84. The line was taken over by the LNWR, which in 1868 started work on a direct line from Huyton to St Helens via Prescott, where again the gradients were rather heavy. A goods service from Wigan to St Helens began on 1st Nov. 1869, and the passenger services serving Garswood and Bryn began on 15<sup>th</sup> Nov.,

As we enter the St Helens line at Ince Moss Junction, a freight-only line curves round to the left to rejoin the West Coast main line at Bamfurlong Junction. On the right are now the barren wastes of Ince Moss where spent railway ballast is tipped. As we approach Bryn, we go over the Leigh branch of the Leeds & Liverpool Canal and then pass the Three Sisters recreation ground on the left. After passing through Bryn, we head over the M6 Motorway and shortly arrive at Garswood Station, which retains its distinctive original buildings in grey brick with stone window surrounds.

Soon after leaving the Station we pass over Carr Mill Viaduct, which leads to Gerards Bridge Junction. Here the former St Helens and Rainford line enters from the right. This now only serves the Cowley Hill works of the Pilkington Glass Company. As we approach St Helens, the sidings on the left were for the BR Chief Civil Engineers department while the adjacent former L & NW signal box also controls the Wigan area.

The original station of 1858, then described as a wretched little hole was replaced on the same site by a much larger building of no architectural pretensions. It was renamed St Helens, Shaw Street in 1949 and rebuilt in 1961 in a modern form. Much use was made of locally manufactured glass, and the name was finally changed to St Helens Central.

### ***The Route to Southport***

To take the route from Wigan to Southport, you need to change trains at Wigan and walk down to Wigan Wallgate station. The present day station was opened on 2<sup>nd</sup> Feb 1896, to serve the Lancashire & Yorkshire Railway main line from Manchester to Liverpool via Bolton coming from the east, together with the direct route via Atherton. The line which was opened on 20<sup>th</sup> Nov 1848 joins at Crow Hills junction near Ince, heads under the West Coast main line and splits from the Southport line heading south west to Kirkby. To continue your journey to Liverpool today, you would have to change trains at Kirkby and join an electric multiple unit into the Liverpool Central station.

The train to Southport could have travelled from Chester via Altrincham, Stockport, Manchester and Bolton before arriving at Wigan. Following departure, the train heads under the West Coast main line taking the fork (R) at the junction with the Kirkby line. This line, heading north west along the Douglas valley, was opened on 9<sup>th</sup> April 1855.

Apart from several small bridges over the River Douglas and the Leeds & Liverpool Canal between Wigan and Burscough, the only engineering works were two short cuttings between Gathurst and Parbold. The excavation of these provided sufficient red sandstone for the station buildings. The first station at Gathurst is beside the Leeds & Liverpool Canal, which accompanies the railway out of Wigan. As the train passes under the M6 Motorway, the railway goes over the River Douglas and the canal, and the two Dean Locks are to the left. Morten & Co Ltd reconstructed the short viaduct in 1902 at a cost of £3428. The canal continues to run alongside the railway to the next station, which is Appley Bridge.

The siding to the right as the train leaves the station, which are owned by Wimpey Waste Management, used to receive the waste from the Greater Manchester Council sidings which are dotted around the rail system in Manchester. This was then transferred to a large landfill site in a nearby quarry. The canal continues with the Appley Bridge locks on the left. These are the last locks on the canal before Liverpool. Following a short cutting, the train heads under the Standish to Ormskirk road, and on the left the abandoned canal route to Eccleston and Leyland can be glimpsed. As the train pulls into Parbold Station and passes over the level crossing, the Railway public house can be seen to the left. This pub is well worth a visit having wall-to-wall railway memorabilia inside.

Leaving Parbold, we pass over the old course of the River Douglas Navigation and through pleasant agricultural country till we reach Hoscar Station situated either side of the level crossing. The line now rises on a 1 in 78 over the Leeds & Liverpool Canal s Rufford branch with the three locks, towards the canal junction on the left. As we approach Burscough Bridge, the line descends at 1 in 100 under the Preston to Ormskirk line with the curved junctions from north and south converging on the Southport line as we go under the main A59 road and enter the Burscough Bridge station.

After leaving Burscough Bridge the train passes through two small halts, New Lane and Bescar Lane. Then the railway makes a beeline for the coast along this, the longest straight track of ten miles. However, as the railway passes over a dyke, the line moves over to the right at the former Pool Hey junction, thus paralleling the old direct route through Blowick.

Although the former Cheshire Lines Committee line from Liverpool via Aintree can be seen coming from the left, the train takes the curve to the north and enters Meols Cop Station. As we leave the station, we pass the remains of the triangular junction with the Preston to Southport line. This was known as the West Lancashire Railway until it was taken over by the Lancashire & Yorkshire Railway. The train now heads, first south and then west again, for the final approach to Southport Chapel Station through the site of St Lukes station.

To the right as we head into the station, is the original site of Steamport, the local steam preservation railway that was situated in the former Derby Road depot, while on the left, the third rail electric lines enter from Liverpool along the coastline.



Standedge Tunnel visited by members in July (See Chairman s Report P. 3-7)