

LEYLAND HISTORICAL SOCIETY

(Founded 1968)

Registered Charity No. 1024919

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AIMS

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

MEETINGS

Held on the first Monday of each month (September to July inclusive)

at 7.30 pm

in

**The Shield Room, Banqueting Suite, Civic Centre,
West Paddock, Leyland**

SUBSCRIPTIONS

Vice Presidents: £12.00 per annum

Members: £12.00 per annum

School Members: £ 1.00 per annum

Casual Visitors: £3.00 per meeting

A MEMBER OF THE LANCASHIRE LOCAL HISTORY FEDERATION

THE HISTORIC SOCIETY OF LANCASHIRE AND CHESHIRE

and

THE BRITISH ASSOCIATION FOR LOCAL HISTORY

Editorial

Welcome to the sixtieth edition of the *Lailand Chronicle*.

Our last season has seen the commemoration of the centenary of the start of the first World War on Wednesday, 5 August 1914 and of the seventieth anniversary of the Normandy landings (codenamed Operation Neptune) - D-Day, on 6 June 1944 with many civil and church memorial services and the reproduction in our newspapers of the press coverage of those days. The Queen met veterans of the Normandy landings and paid tribute to the 'immense and heroic endeavour' of the soldiers who took part in the Invasion and spoke of the heroic and incredible sacrifices they made.

Congratulations to our Chairman who was awarded a life membership for his work for the Historical Society, so richly deserved.

Articles received for this season's *Chronicle* provide a good read and I thank contributors for them. They include the reminiscences of his experiences during the second world war of new member, William Harrison, and a tribute to the Mikron theatre group who have been entertaining us over many years - 20 appearances.

2014 has had the most remarkable spring and summer weather with temperatures reaching continental levels. We have been delighted to see trees in the orchards covered in blossom; consequently, there has been an abundant harvest of fruit: damsons, pears, soft fruit and, of course, apples. Nutritionists are advocating that we eat more fruit but in the pre-war years, and after, it was a game to make the pulses race as you dared to scale that wall, or dodge through a garden gate, to get to the 'forbidden' fruit. Joan's article on 'scrumping' brings those halcyon days to mind. Modern day 'scrumpers' are ringing friends and seeking out forgotten orchards to raid them in an organised 'pinch your own'.

Edward looks back at the opening of St Mary's 'round' church and Peter paints a picture of how Leyland would have looked had the Leeds and Liverpool canal meandered along Stanifield Lane and down across Leyland Lane.

Once again, our Chairman has prepared a varied programme for the new season with excellent speakers for our entertainment. We thank Peter for all the hard work and the time he devotes to the Leyland Historical Society.

Mary Longton

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Society Affairs
2013 - 2014

To begin the forty-sixth season, the seventh in the Civic Centre, we started this year with a view of Leyland from a new angle. When the Wright brothers took to the air in 1903, little did they think that the air-plane could have so many useful applications (apps), though the one we were interested in started during World War One, namely, aerial photography, initially used to spy on the enemy rather than bombing them.

Members were treated to the earliest aerial photographs of Leyland which were mainly around the Cross and Hough Lane and taken on 27th April 1929 as confirmed by Aerofilms from the reference number on the back. Using the computer to zoom into the details on some of the photos enabled members to see views of Leyland from a different angle.

After the break, the photos were taken from older high points of the town, the parish church tower and St Ambrose's church tower with the final set from the rebuilt/landscaped hill that used to hold the Leyland windmill. I have included a few of the photographs in an article later in the Chronicle.

October 2013

The Mikron Theatre production this year, 'Don't Shoot the Messenger', told the story of the postal service. When a gun-toting hoodlum holds up a sleepy village post office he gets more than he bargains for as postmasters Mr and Mrs Pertwee embark on some restorative justice - enlightening the reprobate about the institution he's been messing with.

It was a comical journey through five centuries of postal history from the days of the stage mail-coach with the Pertwees telling the history as they went with the usual songs and professional acting as its best.

November 2013

This month we were due to welcome David Clayton who was going to talk about the lost farms of Brinscall Moor, however, David had been taken ill so super-sub, Colin Dickinson, gave us the story of the Highways of Lancashire in his usual style.

December 2013

In her first visit as a speaker rather than acting out an historical role, Lizzie Jones, told us about 'Blunders and Bloomers', the subtitle of seventeenth century historical cock-ups, with many stories of the Stuarts and their families.

January 2014

For the first talk of the New Year, we again welcomed Robert Poole who talked about the Peterloo Massacre, which was timely as the soldiers' barracks are currently being excavated by Salford University under Dr Grimsditch. With Robert's usual background on the story, we learnt about the current situation in Manchester at that time, the living conditions and the main players in the drama that unfolded on St Peter's Fields on that day. After the event, the reporting of the day's activities were shown to be biased depending on who was telling the story.

February 2014

Keeping the archaeology theme, this month saw a visit from Chris Wild of Oxford Archaeology, who talked about the excavations at Angel Meadow, Manchester. The excavations at the site of the new Co-Operative headquarters uncovered an area that started as a respectable area outside the city boundary with few houses, then becoming a suburb for the nearby new mill until it became a heavily populated area

with back to back housing with whole families living in one room basements, while other buildings became lodging houses with over twenty people sharing a room and sometimes a bed, mixed, of course.

The size of the accommodation was brought home to the members, when Chris showed a photo of an articulated lorry which was longer than the four rooms which used to house four families in the basement alongside.

March 2014

Sid Calderbank concentrated on the story of one song that started as a call to arms for the Napoleonic wars for the villages of Lancashire. However, 'Jone O'Grinfilt' continued to develop with over twenty different variations charting the history of the nineteenth century, from the Reform Bill, the American Civil War and the Cotton Famine to the Crimean War.

April 2014

April was a surprise to most of the members as we heard the story and descriptions of the site of Brindle Workhouse. Bernard Fleming told us about the building that was on Top O'th Lane, Brindle, which was not a workhouse for the village as anyone would have imagined. It was a business that brought in paupers, usually with mental issues, from all over the county of Lancashire, including Liverpool and Manchester, the inmates totalling over 200. It only closed when forced to do so by the Chorley Workhouse trustees who ran the then new building on Eaves Lane which later became the hospital.

May 2014

This year's trip saw a reduced number heading over the Pennines along the M62 to the people's republic of Kingston upon Hull or just Hull. Okay, it was not the most exciting of venues (or so it sounded) but when we arrived we were all pleasantly surprised. When Paul Schofield, the tour

guide, took us on the coach around the city he pointed out the many museums, churches and statues. The reuse of old buildings such as the Dock Office being turned into the Maritime Museum while the original docks had become sunken gardens and shopping centres.

As we left the coach and Paul, we dispersed around the town, so after lunch a group of us went to Hull and the East Riding Museum. Here we walked through an Iron Age village, entered a Roman bath house and looked at the stunning mosaics.

We then had a guided tour aboard Hull's last sidewinder trawler the Arctic Corsair, where the crew took the group from the bridge down to the fish store down in the depths of the ship, with the crews' quarters in between. We heard all about life at sea and the dangers deep sea trawlersmen faced in the Icelandic fishing grounds.

In the Streetlife Museum, we looked at locomotives, trams, cycles, stage coaches and carriages and experienced a good horsey smell. The final museum of the day was Wilberforce House which is the birthplace of William Wilberforce, famous campaigner against the slave trade. The museum tells the story of the trans-Atlantic slave trade and its abolition, as well as dealing with contemporary slavery. The displays at Wilberforce House include journals and items that belonged to William Wilberforce. There were many significant items linked to slavery and the campaign to abolish it.

June 2014

Peter Cunliffe gave us the background of the people, aircraft and missions that made up the story of Bomber Command, whose story has been played down for various reasons in the past but Peter showed what their commitment to the fight against the Nazis cost in both aircraft and lives of the flight crew.

July 2014 - Annual General Meeting

As a change, following a short AGM with

your chairman absent, there was a members' night where the members present were treated to a variety of short talks on various subjects by Joan Langford, Edward Almond and one of our latest members, William Harrison.

The website continues to grow since its inception in December 1999 to a point that up to today the number of visitors to the site was over 64,000. Enquires have continued to flood in with over thirty requiring the committee's attention in the last twelve months, especially from the Facebook group "Leyland Memories".

At the end of the season we had 176 members. We were all saddened to hear that two of our members have died, Betty Chaloner and Margaret Sach, they will be sadly missed and we send our condolences to their families.

I would just like to thank all the committee members for their assistance in the last twenty-one years and I hope they will continue to carry on in the future, especially Michael who besides being

Secretary attends to planning applications, Edward our organised treasurer and Mary who continues to edit the Chronicle.

For the start of the forty-seventh season, on 1st September, we returned to the subject of Leyland from another angle, this time on the mapping of Leyland. Some of the maps had not been seen before. I am aiming to include a few in a short article for this Chronicle so, from the Leyland Hundred of John Speed's map, through the varying tithe maps, town plans, transport maps, the first Ordnance Survey map of 1844 and all the subsequent editions (which can now be inspected free on the internet, curtesy of the National Library of Scotland) I brought the story up to date with the Land Registry Google Maps, Earth and Streetview.

If anyone else would like to join the committee, it's only ten meetings a year and we are friendly, please see any of the current members of the committee at any time.

PETER HOUGHTON

Mikron Theatre Company

A most entertaining evening was had by all at our October meeting.

Over the years we have seen twenty of Mikron's productions and in this centenary year their excellent performance of 'Troupers', which is set at the start of World War I, was well received by a full house of members and visitors.

Mikron Theatre Company embarked on their 43rd tour this year traveling, as in previous years, around the country by the inland waterways on their vintage narrow boat, *Tyseley*.

It all began when Mike Lucas, Sarah Cameron and Ron Legge took a show to the Edinburgh festival. Mikron was named after **MIKE**, **RON** and Sarah Came**RON**. Mikron is the Greek word for small.

Based in the village of Marsden, at the foot of the Yorkshire Pennines, Mikron Theatre Company annually contract a company of four actor-musicians and commission two shows with original music. The shows, rooted in social history, tell the stories of ordinary people caught up in big events, always in a way that is witty, fun and accessible.

Marianne McNamara, Mikron's Artistic Director, directs 'Troupers' and she says, 'by telling Lena Ashwell's story we are telling the story of the place that the Arts had, and still have, in a struggling society. I'm also aware that there will be a lot of companies marking this important centenary, we are really interested in having a central character who is female, at a point in history which is often told from a male perspective, and a story about those who entertain and enrich the lives of our service men and women and how that started out'.

Acknowledgement: Mikron Theatre Company Links:

Mikron's Website: <http://tiny.cc/mikrontheatre>

Tour Dates: <http://tiny.cc/tourdates2014>



(L-R) Nicholas Coutu-Langmead, Jill Myers



L-R) Nicholas Coutu-Langmead, Esther-Grace Button, Jill Myers



(clockwise from top) John Holt-Roberts, Jill Myers, Esther-Grace Button, Nicholas Coutu

The Roundhouse on the Moss

Joan Langford

In 1984 English Heritage, British Listed Buildings, described the Grade II listed Roundhouse as a 'round single-cell one storey cottage with conical thatched roof; said to have been a tollhouse to the causeway across mossland between Leyland and Longton. Date unknown, but probably circa 18th century.

'Rendered outer casing with a round headed board door on the east side; a round headed window with latticed head on the north-east side; a wooden extension covering the present entrance in the north side. Brick partition on the diameter, with a central chimney stack. An octagonal outer frame of bog oak, clad with diagonal boarding, daubed. Was damaged by a storm during the survey.'



Farington Roundhouse c1904

Sod Hall Meanygate was one of the earliest crossings of the Moss and linked Longmeanygate in the south to the early enclosure roads and Longton in the north. The octagonal, thatched, timber-and-daub Roundhouse stood on this track at the boundary of Leyland and Longton Mosses, and was either the first or last house in Leyland - depending on which way you were travelling.

The 1838 title maps and schedules for Leyland and Longton show about 17 acres of the moss belonging to the '*Heirs of John Green*', which included Sod Hall, the Roundhouse and Heath House. Sod Hall was occupied by a James Dobson; at the Roundhouse (clearly drawn as a hexagonal building) was a John Bamber; and at Heath House was a Peter Blackwell. All

three farms included an 'uncultivated' field – which was common then, in order to avoid over-working the soil.

What were the origins of the Roundhouse? For some time it has been thought that, with the gate across the track at the boundary, the Roundhouse might have originally been a toll house. This theory is backed up by an entry in the 1861 census which reads "Moss Toll Bar". Living there at that time were 39 years old Richard Taylor (who was farming 8 acres of the moss), his wife and two young daughters. The Taylors were still in the Roundhouse in 1871, together with a third daughter.

Unfortunately, there are only two census returns where the Roundhouse is identified – that in 1861 and then, in 1911 when the occupants were Thomas Wherton age 36, his wife Mary and their 4 years old son Thomas. Somewhat strangely Thomas did not list himself as a farmer, simply as 'labourer in Iron Foundry' – presumably Leyland Motors. None of the other census returns named the farms or the roads on the moss, but simply record almost all of the numerous farms and small holdings as 'Leyland Moss'.

As yet it has not been possible to find any actual written evidence of the collection of tolls there.

The Roundhouse was inhabited until the 1980s but sadly, in June 1983, during a severe thunderstorm the house was struck by lightning which damaged the back of the property forcing its owner, 73 years old, bachelor Wilf Halliwell to move out. Wilf's move to sheltered accommodation was only intended to be a temporary one, but autumn gales, sightseers and vandals completely destroyed the little house. Therefore it is not possible to speak to anyone who lived there, but I have talked with neighbours who have lived on the Moss for several generations, and who knew Wilf well.

Andrew Halliwell

Although Andrew Halliwell was born in Penrith in 1874, by the time he was 16 years old he was living in Preston and was a butcher. He married in 1894 and lived for many years with his wife Margaret and family at Oxford Street Preston, and seems to have been a butcher for the whole of his working life. Wilf was Andrew and Margaret's youngest son.

I was told that when Wilf's father, Andrew, bought the Roundhouse (c.1930s) the toll gate was still 'in situ' and until then the previous owners HAD continued to collect tolls. Andrew 'apparently' continued to collect some tolls for a short while, although neighbour John could not remember the actual rates - but they are likely to have been similar to those on other toll roads. Andrew told him that the monies collected were supposed to be used for the maintenance of the road (Sod Hall Meanygate was more than a mile long) but the local farmers who used it in the 20th century did not think they should have to pay, and very little money was collected then. Andrew did not know by what authority the tolls had been collected and did not want to be bothered with all the hassle, especially as he was a busy man tending his land and also still working as a butcher at Sayers in Preston. So he removed the gate and 'travellers' have since been able to pass freely.

So, although no written evidence has been found, there is oral confirmation that the Roundhouse was a little toll house. I think this is also backed up by the style of the building itself.

Typical agricultural workers' cottages on the moss would, like the Roundhouse, have been small two roomed dwellings but, if they had windows at all, the frames would have been simple and 'square', and the front door frame would similarly have been square at the top.

The Roundhouse's two main windows were placed in positions which enabled views, in each direction, along the roadway to see oncoming travellers. Also, the windows and door all had round headed frames – making it a more 'superior' cottage.

Over the years many people have asked the meaning of 'Meanygate'. One definition I have found is that it was originally 'Mainway Gates' which contracted over the years to 'Meany' gate. An obvious meaning then is that people having to pay tolls thought the toll gate keepers were 'mean'. Surely though, if there were gates, then that implies that there was some form of control/toll to pass these gates? However, 'gate' is an old English word of Norse origin for 'Street'. Were Meanygates 'Main Streets'? I still have not found the definitive answer to the original question.

Toll Houses

When the English Heritage team were examining the Roundhouse in the 1980s (before the storm) they considered it to have been built in the 18th century.

In the late 18th century many toll roads were established, with the intention of raising money to improve the condition of the country's roads, and which had toll houses erected beside the gates. The houses were, for economic reasons, usually small and built by local men using local materials. There was no standard pattern, but the most characteristic feature was the number of windows which allowed the toll collector to view traffic approaching from different directions. Many toll houses had half-hexagon fronts and a few were round or fully hexagonal – like ours.

Early turnpikes were generally local and small-scale. In some areas 'specialist toll-farmers' made a fixed payment to the local Toll Trust for the 'base' and then organised the day to day collection of money, often leaving themselves with a profit on their operations over the course of a year. By the Victorian period toll gates were perceived as an impediment to trade and the Local Government Act 1888 gave the responsibility for maintaining roads to County/Borough Councils. This resulted in many toll houses being sold to private owners.

This all ties in with our Roundhouse being one such toll house. Were the early occupants 'specialist toll-farmers'? Did the Roundhouse go into private ownership at the end of the 19th century? Unfortunately we will probably never know.

The Roundhouse

What was the Roundhouse like? Its frame was eight large bog-oak trees extracted from the moss erected and placed to form a point in the centre at the roof top, and for this reason the house was actually hexagonal not round. The walls, constructed with wattle-and-daub which, at some stage was also covered with boarding. Inside it was a snug, but very basic, little two-roomed home, some 20 feet in diameter, and had an earthen floor covered with flags. ! One man I have spoken to told me that when, as a child he visited Wilf, '*Inside it felt like being in a threepenny bit*'.

In early years a peat fire would have burned in the hearth all day, every day, providing warmth and on which the cooking would have been done, but in his time Wilf had a range which kept him warm and on which he did his cooking. In the early days there had been a well beside the road, but that has long since fallen into disuse. Despite the fact that mains water and electricity were never connected to the Roundhouse it seems it was always a family home – at one time a couple with six children are reported as having lived there. Goodness knows how they all managed to squeeze themselves in!

Wilf's move to sheltered accommodation was only intended to be a temporary one, but the

extensive damage to his house made it impossible for him to return, and S.R.B.C. subsequently removed the remains of the old Roundhouse. Neighbours and good friends on Sod Hall Lane, who knew Wilf well, wanted to purchase the remains of the Roundhouse and rebuild it – not for anyone to live in but to keep it as the popular local landmark it had been for about 200 years. (By that time Wilf was well settled, and happy in sheltered accommodation in New Longton). A family called Clarke purchased the land but unfortunately, the Council for some reason best known to themselves, refused them permission to rebuild.



Some of the damage at the rear of the Roundhouse after the thunderstorm in June 1983

Remains

All that is left today is the round space where the house once stood (now largely reclaimed by nettles and brambles), surrounded by its old hedges and overgrown shrubs. However, the remains of the shed which had been built onto the back of the house, and in which Wilf had a tank where he collected and stored rain water, etc. is still just visible through a tangle of ivy.

It was always a popular casual walk along Sod Hall Meanygate and I am told that many of the older residents of the area remembered being taken to have tea at ‘Mr & Mrs Crompton’s thatched round house on the moss’. Neighbour John told me that Andrew too sometimes provided cups of tea to walkers on Sunday afternoons, and that in the days when Leyland Motors was in its heyday there was a morning and evening ‘rush hour’ along Sod Hall Meanygate with many cyclists and pedestrians making their way to and from work at the Factory in Leyland. One of those ‘rush hour’ cyclists was Wilf himself, who cycled into Leyland where he worked for the Council. Other regular cyclists along Sod Hall Meanygate in the early years of the 20th century included one of the managers at BTR rubber works in



Mr & Mrs Crompton outside their roundhouse c1920

Leyland and the postman whose exposed ride from Leyland, along Long Meanygate then onto Sod Hall Meanygate, could have been quite challenging in gales, winter storms or ice, with his delivery bag over his shoulder.

A Narrow Escape

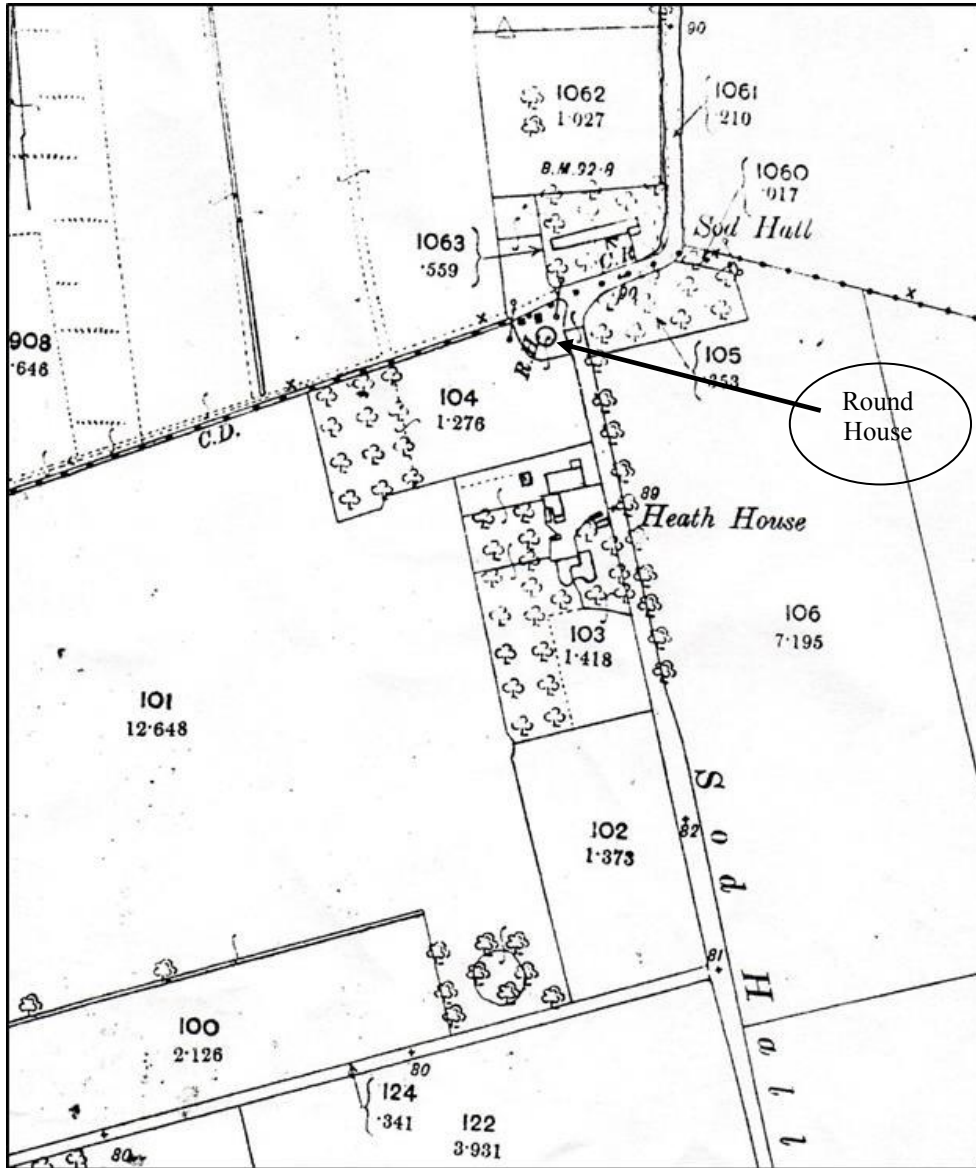
On the night of the storm in 1983 Wilf had been about to go to bed when he changed his mind and decided to *'have one last pipe'* which he smoked in the living room first. This proved to be a rather lucky decision because, if he had been in bed when the lightning strike hit the back of his house – which was his bedroom - the rubble would have landed on him in his bed.

As a youngster Wilf, the youngest of Andrew's sons, was considered to be 'of a weak disposition'. However, this did not prevent him from living a long and active life in that good clean, open air out on the moss. After he retired from work with the Council he earned a bit of extra money by growing a variety of vegetables on his moss-patch, and then selling them in Preston market on Saturdays, where he had a regular spot on 'Growers Row'. Neighbours described Wilf as 'a good neighbour, but kept mainly to himself. However, he did sometimes come to us with his white enamel bucket for some fresh tap water'. Wilf was also a great Preston North End supporter and never missed a Saturday home game.

Sod Hall Ghost

Harry Dewhurst, who owned Heath House in the early part of the 20th century, had a horse which unfortunately suffered with colic. Late one night the horse was in considerable discomfort so Harry took it for a walk around, in the dark, to try to relieve the animal's distress. At the same time several Longton gentlemen were making their very drunken ways home from the Midge Hall public house – having taken a dangerous and illegal short-cut along the railway line. As they neared Harry the horse, which had a large white blaze on its head, suddenly reared and snorted loudly. The drunks were terrified and cried out "*It's the Sod Hall ghost*" and ran away in panic. The tale was a good one, and the story of the ghost at Sod Hall continued for many years.

The fact that they gave it a name – ‘*The Sod Hall ghost*’ rather than simply, ‘*It’s a ghost*’, implies that there were previous stories but, as yet, I have no trace of them. However, I have been told that, when the original Sod Hall was being demolished and the ground made ready for the building of a bungalow, a human skull was found there. I wonder to whom it had belonged.



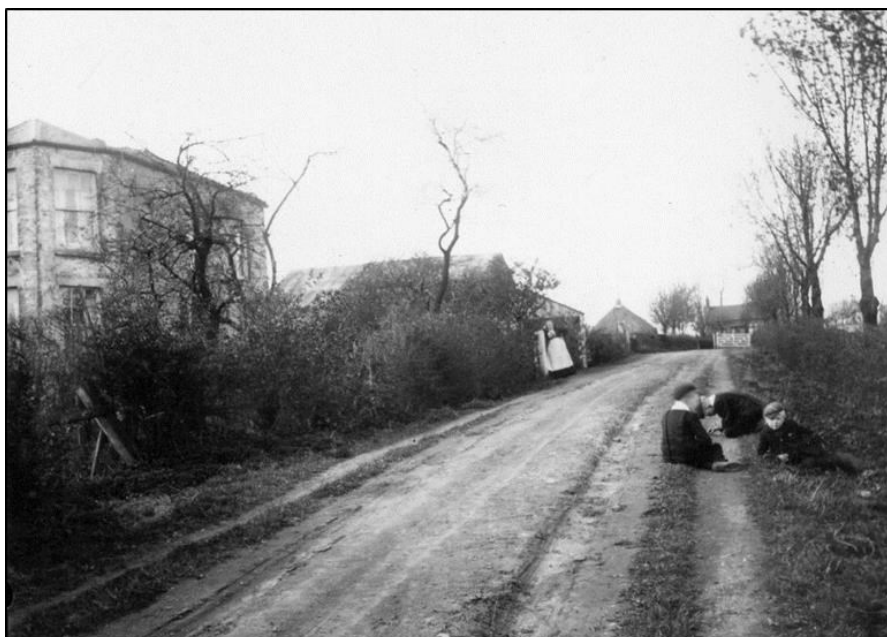
A section of the 1893 O.S. map of the Heath House, Roundhouse and Sod Hall area

The 1893 map above and the 1904 photograph over the page are of the same part of Sod Hall Meanygate - looking north. The house on the left of the photograph is Heath House, in the middle distance the pointed thatched roof of the Roundhouse is visible and, next to the Roundhouse and behind the toll gate, is Sod Hall.

Heath House

Heath House, built in the late 18th or early 19th century, was purchased during WWII by farmer Henry Clarke but it was in such a bad state of repair that, soon after the war, he demolished it and built a bungalow in its place. During the demolition of the old house the

family discovered that in the garden at the southern end of the house was a lead-lined wall. Enquiries revealed that in the past it had been probably used as 'butts' for shooting parties. The tithe map shows it looking like an oval pond.



Sod Hall Meanygate c1904 looking north. Heath House on the left, the Roundhouse and Sod Hall in the distance

The Clarke family still own the house and surrounding moss land.

Henry Clarke was very grateful for the help provided on his farm during the 1940s war years by Italian prisoners of war, and he and his wife looked after them and fed them well. One stayed in contact with the family for a number of years after he was repatriated, very grateful for the way he had been treated.

It is interesting to note on the map the large orchard on the Heath House estate. It was still an orchard in the 1940s, but the trees were later grubbed out and the land put to more profitable agricultural use. In 1893 there was also a small orchard at the end of the Roundhouse plot, but that too has now gone.

The well from which early residents living on Sod Hall Meanygate were able to draw water was just to the right of where the three young boys are playing in this photograph.

Sod Hall

Unfortunately very little is actually known about the old Sod Hall. It is clearly identified by name on Yates' 1789 map of the area and, as one of the very first houses built out on the fertile peat-rich flatlands of the Moss, it seems rather appropriately named. Sod Hall had been home to numerous farmers and their families over the years but was demolished sometime in the middle of the 20th century and a bungalow was built in its place, but, I understand, this too was demolished in the 1970s.

All that now remains to show of Sod Hall's existence are the old maps, the overgrown patch of land where it had been, and the lane by which it stood – now known as Sod Hall Lane.

Leyland St Mary's Roman Catholic Church The Golden Jubilee: 1964 - 2014

Edward Almond



**Father FitzSimons sees the laying of the foundation stone by
Archbishop Heenan on 15 October 1962**

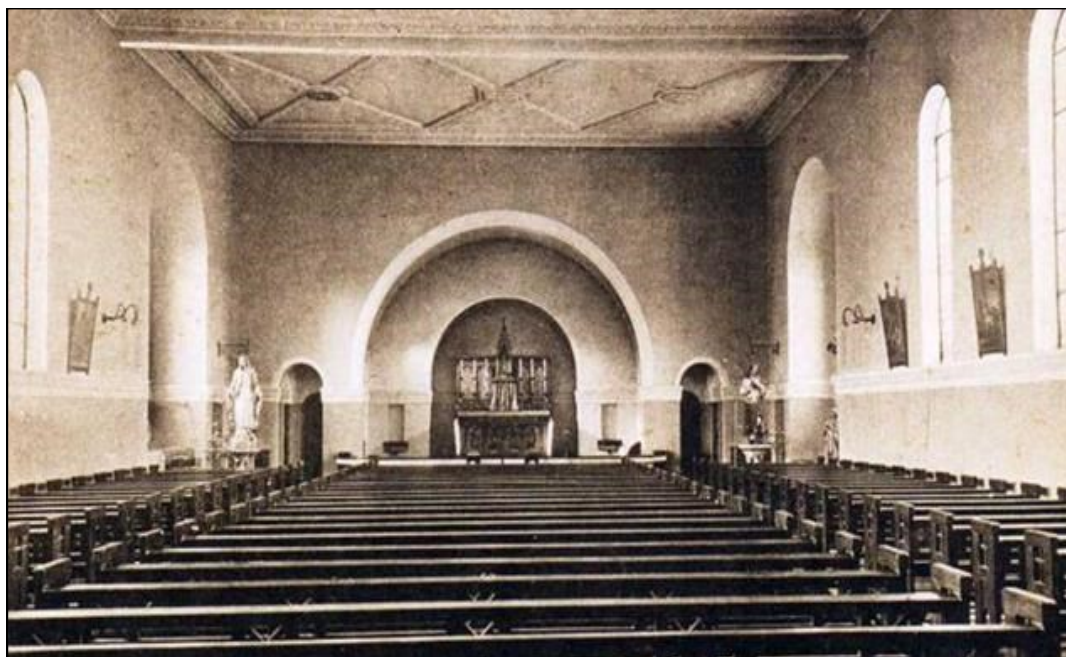
On the fifteenth of October, 1962, probably the largest Catholic procession of over 4,000 parishioners from Leyland and district walked from the Senior School in Royal Avenue to the site of the new church on Broadfield Drive for the laying of the foundation stone by Archbishop Heenan of Liverpool.

Approximately seventy-seven weeks later, on 5th April, 1964, another large procession, starting from Worden Lane, wound its way through Leyland town centre to the recently completed new church for the official opening ceremony. (See itinerary on page 21) The previous day, in bad weather, a special consecration mass had been held with over 400 invited guests.

I took part in both processions by supervising the children from St. Mary's Junior School where I was teaching. It was the end of a journey, apart from the repaying of the debt to Ampleforth Abbey Trustees who had agreed to offset the cost so that the church could be consecrated free from 'official' debt.



St Mary's Church, Worden Lane 1924



Interior of St Mary's Church in Worden Lane

A journey that, as a parishioner of St Mary's since 1941, I had contributed to by taking part in Bingo nights, selling tickets for the Football Pool on Leyland market, paying 1s. 1d. per week to the Outdoor Collection, as well as collecting envelopes in the Towngate area and by urging my class at school to collect milk bottle tops and silver paper.

While being sad at leaving the old church in Worden Lane, where I had been baptised, had made my first communion and confession and been confirmed, I now looked forward to a large modern building where I could practise my faith. A building that was beautifully apportioned, decorated with stunning art work and outstanding craftsmanship. The benches were 'a most rare example of the use by Kilburn¹ of a wood other than oak - Ghanaian mahogany. The large entrance doors are made from traditional oak and close examination of the left hand door (on leaving the church) shows the mouse recessed, but upside down.



The mouse ran down - a Robert Thomson mouse on the door of St Mary's, Broadfield Drive

The modern church design was not without its problems for the congregation who now had to adjust to seeing the majority of parishioners' faces rather than the backs of their heads. The sloping floor also required some care when standing. One good feature was that in winter one's feet would be warmed by the underfloor heating.

Why was it necessary to build a new church? When the catholic mission was started in 1845 based on Worden House, mass was celebrated in one of its rooms and over time as the congregation grew a more permanent and larger building was required. This was accomplished in 1854 using reclaimed bricks from a demolished barn.

Several alterations were made in the nineteenth century but the first major refurbishment occurred in 1920 with a new entrance porch and baptistery at the front and a large sanctuary

at the rear. (The entrance porch and the wall behind still stands at the entrance to the cemetery in Worden Lane.) The result of this refurbishment was the doubling of the seating from 250 to 500.

As Leyland Motors and other industries prospered and expanded so did the population of the town and, proportionately, so did the catholic population. The nearest catholic churches to Leyland were St Mary's in Euxton, St Bede's in Clayton-le-Woods and St Gerard's in Lostock Hall.

In 1940, a report on the all-ages school on Golden Hill Lane stated that, out of a roll of 216, 102 were baptised before they came to Leyland. With parents, under school-age children and working teenagers, this represented a large growth in the catholic population.

The parish priest, Father Anselm Parker, recognised this new phenomenon and began to seek out potential sites for further development to the parish; a new church and even a new school were in his thoughts. Land at Earnshaw Bridge and Peel House on Leyland Lane were considered as potential sites in October, 1942; however, Abbot Byrne of Ampleforth Abbey, to which St Mary's was affiliated, since the priests at St. Mary's were Benedictine monks (Order of St Benedict), suggested land in Farington.

As a result, Farington Cottage was purchased. by coincidence, this had once been the home of a local benefactor, Mr McMinnies, who had helped in the purchase of the old Ebenezer Chapel in Chapel Street (Towngate) for a catholic school in 1871.

In 1945, an estimate of the parish numbers was 2800 with 470 being children at school. Abbot Byrne's foresight in suggesting the purchase of land in Farington was to result not only in a new church, but the formation of a new parish. It would, however, not be the Benedictine order in charge. The Liverpool archdiocese asked for a report of Leyland's growth early in 1947. A decision was made to form a new parish based in Farington with Father Burke as the new priest. (Father Burke had been residing in the area and using the chapel at the Convent on Moss Lane since October 1946.) Thus, in 1947, 450 people from the parish of St. Mary's were transferred to the new St. Catherine's parish. This relieved, temporarily, the pressure on the church in Worden Lane.



St Catherine's Church, Farington

In 1952, a new parish priest was appointed in Leyland, Father Edmund FitzSimons. His priority was education and to develop plans that had been proposed in the late 1930s. Plans for a new church were pushed into the background, however, church attendances were still growing and the three services on Sunday mornings (8.00 am, 9.15 am, and 10.30 am) were increased to four (8.00 am, 9.00 am, 10.00 am and 11.00 am).

After the school building programme of one new block of four classrooms in 1955 at Golden Hill Lane, and a new secondary school on Royal Avenue in 1957, thoughts turned again to building a new church. Father FitzSimons had his own ideas and dreams and he turned to Europe in 1958 for inspiration.

Following over a year of preparation he was ready. On Sunday, 8th November 1959, parishioners coming to mass were confronted with a model church (made from balsa wood) unlike anything they had ever dreamed of. It was octagonal in shape with a central altar and capable of seating 1000 people. The design was unique for the country and included a separate chapel for weekday services. Unfortunately, I never saw the model as I was lodging in Rochdale, having started a teacher training course at Hopwood Hall in Middleton.

The design was well accepted and the local press gave a great deal of space to this ambitious scheme. The proposed new church would be on Broadfield Drive on the site of the old Broadfield House and gardens that had belonged to the Stanning family who had once been the owners of the adjoining Bleach Works.

The downside of this enthusiasm was an extra weekly collection for the 'New Church Building Fund'.

On Monday, 31st October 1961, less than two years after the model had been displayed, work began on clearing the site; however, the original plan for an octagonal church was changed to a circular design.

From its opening, the church attracted a great deal of attention and curiosity with visitors flocking in from all over the country. So much so that it was necessary to form a body of wardens (wearing purple cloaks) to guide and inform the many visitors. I was one of the group operating on a rota basis at weekends and I remember working with, among others, George Houghton, the father of our Chairman, Peter).

Surprisingly, there are a number of local people who have not visited the building. Earlier in this year of 2014, while clearing up after the Garden Party, I spoke to a couple who, seeing the doors of the church open, decided to pop in. They had driven past the church many times over a thirty year period and had made a sudden decision to visit.

Early in 2013, I began chairing a meeting in preparation for the church's fiftieth anniversary. A series of events were planned for a year-long Golden Jubilee celebration starting on 5th April, 2014, and concluding in April, 2015. These events would cater for all ages and would be incorporated into existing annual events.

In September, 2013, several articles in the local press indicated that St. Mary's Church had been entered into an architectural competition organised by the National Churches Trust in association with the Ecclesiastical Architects and Surveyors Association (EASA) to find the best modern church built since 1953. The parish knew nothing of this or who had put forward St. Mary's for the competition. Later it transpired that the church had made the top twenty and that awards would be presented on 7th November at Lambeth Palace by the Archbishop of Canterbury.

Then, in late October, I received a call from Father Jonathan Cotton, parish priest of St. Mary's, to the effect that the church had made the top three and would I like to attend the presentation as a representative of the parish. I jumped at the invitation. There were three invited guests from each of the top three contenders and Father Jonathan, Peter Bullen, representing the Architects, and myself.

Justin Welby, the Archbishop of Canterbury, unfortunately, due to an unexpected circumstance, was unable to present the awards. He did, however, arrive at the conclusion of the afternoon's activities and spoke to a crowded chapel. He was entertaining and interrupted his speech by recognising friends among the audience.

St Mary's Church won the silver award and the judge's remarks were to the effect that the church was: '... a fine example of a church in the round. There is an amazing variety of expressive form which is beautifully composed as a whole. It is also very carefully sited with much consideration given to the surrounding landscape and lovely dalle de vere glass by Patrick Reyntiens, elegantly articulated with a strong architectural form; it works well inside and out'.

The gold medal was awarded to St. Paul's Church of England Church, Bow Common, London. This church has carved in its porch the words: 'The Gateway to Heaven'.

St Mary's church in Leyland can lay claim to being the best modern Catholic Church in Britain and it is a fitting tribute to the architects, Weightman and Bullen, to Father Edmund FitzSimons and to the many hundreds of parishioners who supported him with their fund raising activities.

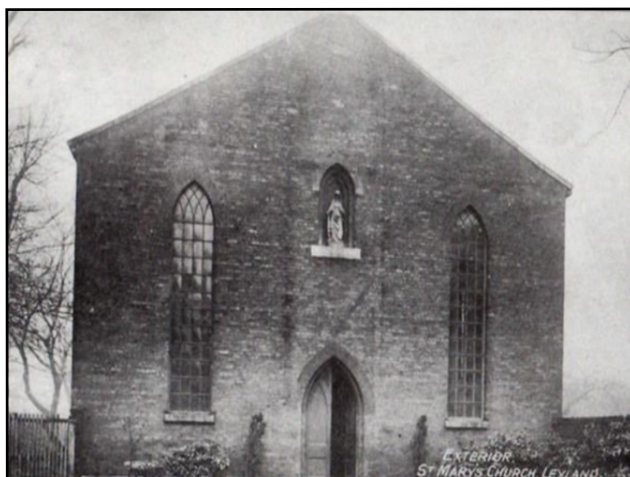
Sources:

¹ Thompson, Robert *The Mouseman of Kilburn*. Kilburn was the home of the Thompson factory founded by Robert Thompson, better known as the 'mouseman of Kilburn' because of his trademark mouse carvings. Several of these mice adorn the woodwork of St Mary's

Harrison, Frank *St Mary's Leyland*

Golden Jubilee, 1964 - 2014 booklet by Father Jonathan Cotton and Edward Almond

Pictures: St Mary's website: <http://www.leylandstmarys.org.uk>



St Mary's Church church, pre 1920 ...



and in 1964



ST. MARY'S, LEYLAND NEW CHURCH OPENING 4th and 5th APRIL, 1964

ARRANGEMENTS

- SATURDAY, 4TH APRIL at 10-0 a.m. Consecration of the Church by our new Archbishop — Archbishop Beck. This is by far the most important event in the life of any Parish — it will never happen again in your lifetime. Every adult parishioner should be there — bring your friends — no tickets required.
- ALL MASSES ON SUNDAY 5TH APRIL 1964 WILL BE IN THE NEW CHURCH.
8 a.m., 9 a.m., 10 a.m., 11 a.m., and 6-30 p.m. MASSES IN THE NEW CHURCH, 5TH APRIL
(See separate leaflet for new Bus routes and times).
- THE OFFICIAL OPENING IS ON SUNDAY AFTERNOON 5TH APRIL.
- We shall go in procession from the old Church to the New one.
- All assemble at WORDEN PARK GATES at 2-30 p.m.
(If you use your car you will not be able to park anywhere near Worden Lane — we suggest the Recreation Ground).
- The Procession will leave WORDEN LANE at 3 p.m.
- The route will be
CHURCH ROAD — BALCARRES ROAD — HOUGH LANE — TOWNGATE — WESTGATE
— BROADFIELD DRIVE.
- We hope to be in the New Church by 4 o'clock for PONTIFICAL BENEDICTION.
- You will appreciate that the Police must keep the Procession route open and we have agreed that no one will be allowed to go near the New Church until the Procession has gone through.
- Special places will be reserved in the Church for the old and infirm. If you are unable to walk in the Procession please let any of the priests know. They will give you a special Permit Card to go into the Church before the Procession arrives (we have arranged this with the Police).
- Special arrangements are being made for the School Children both in the Procession and at the Church.
- Every Parishioner of St. Mary's should be present at this historic ceremony — please bring your relatives and friends.
- MOTHERS — Bring your babies in the pram — you were the highlight of the Foundation Stone procession. We have a pram park at the New Church and we shall reserve special places for you and baby for Benediction.

The Day — SUNDAY, 5th APRIL, 1964.

The Place (of assembly) — WORDEN PARK GATES

The Time — 2-30 p.m.

The Order of the Procession will be:

THE BAND — THE SCHOOL CHILDREN — THE WOMEN — MOTHERS WITH PRAMS
— THE MEN — ALTAR SERVERS — CLERGY — ABBOT BYRNE — THE ABBOT OF
AMPLEFORTH — BISHOP PARKER



LEYLAND POLICE STATION, as it was at the beginning of the century, taken from Golden Hill Lane with the old Co-op premises in Chapel Brow in the foreground.

FOUNDING FATHER

His philosophy made him one of best

“MY FATHER was strict, but he was also respected,” says Leyland man Mr. Sid Williams who was born in Leyland Police Station and whose father, Thomas, was the town’s first chief inspector.

Mr. Williams was, of course, the type of policeman, some are lucky enough to have known. I say lucky, because sadly, his “and-let-that-teach-you-a-lesson” philosophy is no longer a part of today’s society.

Now it’s more a case of the bobby not being able to do right in the course of his duty for so-called do-gooders telling he’s doing wrong.

NO MESSING

When Chf. Insp. Williams was on the beat you knew not to cross his path.

“If he told you to stop whatever mischief you were up to, you didn’t argue,” said Sid.

“Otherwise, you’d feel the buckle of his cape, no messing.”

Indeed, a comparison can be drawn between Mr. Williams and another breed of the ‘old school’ viewpoint. The teachers

whom I respected and from whom I learned the most were those who ruled with a firm hand.

Agreed Sid: “With my father you knew what was classed as ‘right’ and what was classed ‘wrong’. He was very strict, believe you me. But his attitude earned him the respect of everyone in the town.”

On his death Chf. Insp. Williams was described as “having tact, kindness and a cheerful disposition, qualities which endeared him to his colleagues and earned him the reputation of being one of the best-liked and most respected of the Lancashire police officials.”

It’s nice to know that the major part of that



Chf. Insp. Thomas Williams, the station’s founding father.

reputation was earned while Mr. Williams was at Leyland.

And I feel our community is more than fortunate in that it had someone like him to lay the foundations for a local police force.

Times have changed. No one denies that.

But I firmly believe, and I pray that no-one can prove me wrong, that a little of what Mr. Williams started still lives on in Leyland, in that there continues to exist between the town and its policemen, a mutual respect, a good degree of faith, and a willingness to work together to keep law and order.

Leyland Lady
Gillian Cowburn

Thomas Williams

Leyland’s first Chief Inspector

Historical Society member, Hilda, has kindly let us share these mementos from her family history.

The photograph shows a man with a very kindly face who knew every resident on his beat. He is obviously proud of the medal pinned to his uniform. I wonder what it was presented for, long service, perhaps, or retirement, or to mark the coronation of Kings Edward or George V? Thomas must have been on duty at many ceremonial occasions during his time in the force. Policing has certainly changed in the years since this article was printed but we have two old police stations in Leyland still standing to remind us of the bygone years.



Thomas Williams - 1855 - 1928



Thomas's wife, Mary

Form No. 110.

Lancashire Constabulary.

This is to certify that

Thomas Williams

late Police *Chief Inspector* served in this Force from the *26th* of *November 1877* to the *30th* of *November 1921* (inclusive), when he was pensioned on completion of *service*.

His conduct was Excellent.

H. J. Lane
Chief Constable of Lancashire.

Description.

Present Age *66 years.*

Height *5 ft. 8 1/2 in.*

Eyes *Blue*

Hair *Brown turning grey*

Complexion *Fair*

GIVEN WITHOUT ERASURE.

County Police Office,
Preston, *30th November 1921*

Thomas Williams' retirement certificate - 30 November, 1921

William Harrison

Historical Society member, William, very kindly presented a talk to members at our Annual General Meeting this year. A story unfolded of a man of courage which took him through the second world war. William has celebrated his ninety-fifth birthday this October and he was happy to tell us his story for reproduction in our *Chronicle*.

I was brought up in Cheadle regularly attending Sunday school until the age of sixteen when I suddenly stopped, without letting my dad know; however, my younger brother informed the family that I had again missed Sunday school and for this I was admonished by my father. I, was adamant that I would not go back as I wanted to join the Cheadle Social and Cycling Club. Eventually I was allowed to join as

long as I would stick at it and so I did until the age of twenty-one when the National Services Armed Forces Act (1939) required me to it give up.

In the cycling club there were time trials and I decided I would like a new bike in order to enter; this was to cost me three weeks wages. I worked in a grocery and provisions warehouse and in those days you got a clout if you did something wrong – something I had experienced from my dad when I asked if I could stop going to Sunday school.

The work at the warehouse meant long hours, early morning up until 7 pm. Workers used to have a break for tea in the afternoon and I took my sandwiches every day. When you were new you were tormented by the older workers; once I was particularly irked when someone took my sandwiches and put them on a window ledge on an upper floor. I went up for my afternoon break and was held back from getting my sandwiches, a tussle followed and the sandwiches ended up on the pavement outside the open window. I returned the favour by placing one of the smokers' cigarette packets on the windowsill ensuring the same happened to that.

On receiving my call-up papers I duly went for my medical which I passed in the summer of 1939 and war was declared on 9th September, 1939. I went to train at the emergency barracks in Stockport - where the Rivers Thame and Goyt join to form the River Mersey which eventually flows into the Irish Sea past Liverpool. I was to join the 6th Battalion Cheshire Regiment for service in the Territorial Army - this was in October just after my twenty-first birthday.

The regiment was not sent to France at the beginning of the war but on the evacuation of Dunkirk they went down to the south coast to Eastbourne; at the time of the Battle of



Britain there was the expectation of a German invasion and there on the coast we endured the constant invasion by German planes passing overhead to bomb London.

After twelve months the regiment was brought back to Caterham Barracks and were given two weeks leave... Back to the Barracks and we knew then we they were going somewhere ...by train at 7.30 pm. The next morning we were embarking on the SS *Orontes* in Liverpool along with about 200 nurses and another 800 passengers bound for Freetown, Sierra Leone. *Orontes* was escorted by a destroyer and headed south across the Equator. One morning I awoke to see Table Mountain. We spent one week in South Africa, a very nice week, and the South Africans were very kind to us. We then moved on into the Indian Ocean where I saw whales, dolphins and flying fish. This was ten weeks on from leaving Liverpool. Conditions on board were very cramped and the only bath and shower water was sea water.

In the main street in Cape Town was Adelaide Street; most of the shops were 'whites only' establishments and I looked forward to my days off from duties. One particular time I was all ready to leave the ship for my day off when I was told to take four men down to the galley before I left. The cook said to me, 'you have to cut the bread before you go'. The bread turned out to be loaves of about 30" in length, square, and 'I'll need 4000 slices', said the cook. There was I and four other men to do this, 'no day off for me then' I thought. The cook then laughed and pointed to a bacon slicer and showed us how to use it - we were out before lunch with the job done.

Within four weeks of landing at El Alamein, which was reasonably quiet then because of the long supply route for the Germans, the attack came and it took the Germans out; we lost many men and the Battalion then went on to Ismailia on the Suez canal. All the men in the 6th Battalion came from Cheshire, south of the river, but we had a REME mechanic who was a cockney - it was rumoured that his father had a stall on Petticoat Lane; as we left Egypt he went into the Mess and scooped up cigarettes and chocolates and we filled our jacket pockets.

New Year's Day we went across the Suez Canal and into the Sanai Desert and I was involved as a thief again: on the road, at the back of the convoy, our friend, the cockney mechanic, stopped and filled empty sand bags with oranges from the trees along the roadside. The Arab escort made to stop him but he was offered sand bags to fill with the fruit - the Arab took the bags with great delight: he loved the hessian bags, which were new issue, and he certainly wasn't interested in filling them with oranges.

After crossing the River Jordan, which is 70ft. below sea level, we arrived in Baghdad where we spent two nights. I remember losing my breakfast as they loaded the wagons. I'd overslept and the big cook, Freddie, gave me a sandwich because I was late. As I climbed aboard, I raised my arms and the sandwich was gone - snatched by a Kite Hawk and I had to face a very long journey on an empty stomach.

From Baghdad, the Battalion was sent to Kirkuk near to the Turkish border. (This border is again in the news with the fighting there today). The oil field there was a possible destination for the German army who had gone into Greece but this didn't happen as the Russians stepped in.

Libya

Then the Battalion undertook a drive of some 2000 miles in the trucks to the Eight Army in Libya. Here I saw the other side of things; smoke rising in the German lines where they had set fire to their own vehicles, thrown down their spoilt weapons and marched down the road to surrender. Arriving in Libya we were taken down to within three miles of the sea and then on to the coast. All the men were given tiffin lunches,

salted peanuts and slices of water melon. We had had no 'green' food - living only on tinned rations for thousands of miles. Swimming in the sea was at first so refreshing but being bitten by the fish soon had the men back on the beach. Desert sores had made our skin raw and the fish were quick to nibble at our flesh.

Italy

September 1945 - The landing of the American 5th Army at Salerno in Italy.

Here I contracted malaria and was quickly sent back to Africa where in the hospital I slept in a bed for the first time in two years. The doctor, on examining my notes, said 'from Cheshire? I'm from Winslow'. Nine days convalescence and then it was back to Italy to Monte Cassino and General Mark Clark. The Germans could see every move you made. The amphibious craft landing was carried out at Anzio behind German lines, south of Rome.

Rome fell and the U.S. army went into Rome.

We were sent back to Naples and en route saw the eruption of Vesuvius - the sky a flaming red. Then I saw a bombing raid on a village where the Germans had left the previous day and the Italian people had moved back in. War?!!

We were moved from the American Army side and on to the east side to the Eighth Army and I stayed with them until the war was over.

And that was the end of my war.

Discharge

Being discharged from Italy was not immediate. We were discharged in groups (40 groups in all) starting with group one - I was in the largest, group 25. I remained in Italy for nine months until the following February after the war was over and the army found things for us to do. During that time I went on a week's tour of southern Austria, I also had a week's holiday in the Lido in Venice; then one day in August I was sent for from the pool and told to get my bags packed, I was going home. I travelled by train through Switzerland through the snow but this was only for four weeks and then I returned by train to stay until February when our group was discharged.

We travelled home through Austria; the vehicles were converted and seats placed in the rear. It took five days to travel from northern Italy to Calais, at night we stayed in bed and breakfast establishments: the first night was spent in the Austrian Tyrol, on the second we had a splendid evening meal, the third night was spent on the Rhine to Mainz then we went on to Calais and home. Finally in England, demob followed and I went through to get my civvy suit: thousands of service men arriving at the depot to get fitted out in our chosen size, colour and style. I had been away from home for four years

When the war was over I decided I would like to be a policeman and I wrote to the Cheshire Constabulary. Their reply was to the effect that when I arrived home I should visit the local police station and ask the desk sergeant to measure my height and then I would be considered. I had just arrived back from Italy, very sunburned, and with my medals pinned on my chest, I went to see the local policeman. I walked through the door and who should be at the desk but the policeman from the village where I had grown up: 'I've forgotten your name but I have kicked your backside many a time', he said. If he caught you doing something wrong there would be a clout round the ear from him. He knew everyone in the village then. If you were caught scrumping apples from a garden the summons would cost you 7/6d. (37½p) and I knew I would get another

wallop from my father if I had to ask him for 7/6d. to pay the summons. Times were hard in those days so I was very careful.

Did I get to be a policeman? Sadly, no. I was one quarter of an inch too short. He was very kind and as he said, 'if I was to say you were 5ft. 8 ins and you got to the Cheshire Constabulary then we would both be in trouble'.

I'd got my heavy goods licence so I drove heavy goods wagons for some time; I didn't want to work inside at a desk job but I had been in the Quartermaster's Stores and Manchester Royal Infirmary advertised for a Storeman in their Engineers' Department. I got the job and when they first brought in the computers our section was chosen as an example: 'we'll put your records on it and give it a trial run and watch it for twelve months' ...and that was it - I was then involved in not actually working on the computers but documenting the information the computers were going to replace. They chose my Department in the first place as my store figures were so accurate they thought I must be on the fiddle. Then the Treasurer said there was a job going in his office and that I should apply for it. I had to write in as it was advertised. I got the job but it was in 'Accounts Payment'. I stayed for a while but I really didn't like the work I was doing so I applied to Manchester Corporation (Water - Distribution) thinking this was a storekeeping job, however, it was what it said, the distribution of water. It was a most Dickensian outfit - everything was entered into books - no machines. I stayed for thirteen years then I retired. Having worked at the hospital for twenty years this gave me thirty three years

Looking back I was just an ordinary soldier when I joined up, I was sent for training on Romney Marsh and they found that I could fire machine guns pretty accurately so I was awarded a stripe to become a Lance Corporal. I got an extra 6d. (2½p) a day. Then we had a deserter and I was promoted to his rank and became a Corporal Technician.

Bill has joined the Historical Society after coming to live in Leyland from his home town near Manchester to be near his family. A widower, his wife sadly died some years ago, he spoke of their love of dancing - sequence - 'we learned 76 dances a year' and his crown green bowling passion. We wish him many happy years in Leyland.



In Cairo - 1942



Cairo - December 1942
Harrison, Brown, Myers
Day Mort
(Myers died on D Day, Salerno, Sept. 1943)

Bill's Enlistment Notice

6th Air Cheshire Regt
NATIONAL SERVICE (ARMED FORCES) ACT, 1939
ENLISTMENT NOTICE

MINISTRY OF LABOUR AND NATIONAL SERVICE
 EMPLOYMENT EXCHANGE,
 11-13, WELLINGTON RD., SOUTH,
 CORKFORD,
 Date 13 OCT 39

YOU SHOULD TAKE THIS NOTICE WITH YOU WHEN YOU REPORT

Mr. *W. Harrison*
6 Woods Lane
Chaddle Hulme Ches.

Registration No. *55F 526* 19 OCT 1939
 6561 130 6 £

DEAR SIR,

In accordance with the National Service (Armed Forces) Act, 1939, you are called upon for service in the *Territorial Army* and are required to present yourself on *Thurs* day *19 10* 19*39*, at 10 a.m., or as early as possible thereafter on that day, to—
4 Drill Hall
Herringfleet St.
Burton-on-Trent.

Burton-on-Trent (nearest railway station).

Indicate if not applicable
 A Travelling Warrant for your journey is enclosed. Before starting your journey you must exchange the warrant for a ticket at the booking office named on the warrant. If possible, this should be done a day or two before you are due to travel.

A Postal Order for 4s. in respect of advance of service pay, is also enclosed. Uniform and personal kit will be issued to you after joining H.M. Forces. Any kit that you take with you should not exceed an overcoat, change of clothes, stout pair of boots, and personal kit, such as razor, hair brush, tooth brush, soap and towel.

Immediately on receipt of this notice, you should inform your employer of the date upon which you are required to report for service.

Yours faithfully,
A. H. DRAPER,
6
 Manager.

N.S. 12 10540. W/L 27005-2812 920 D.W. 677



Iraq - February 1943 - William (left front row)

Eighth Army News - May 1st, 1945

FOR EIGHTH ARMY AND D.A.F. FOUNDED IN 1941

Eighth Army News

No. 170 Vol. 6 TUESDAY, MAY 1, 1945

CLARK SAYS ITALY HUNS VIRTUALLY ELIMINATED

Milan, Venice, Turin Topple As Nazis Are Torn To Pieces

SO TORN TO PIECES THAT THEY CAN NO LONGER OFFER EFFECTIVE RESISTANCE, THE GERMAN ARMIES IN ITALY HAVE BEEN VIRTUALLY ELIMINATED AS A MILITARY FORCE, DECLARED GEN. MARK W. CLARK, 15TH ARMY GROUP COMMANDER, IN A SPECIAL STATEMENT YESTERDAY.

Here is the full text of the historic statement:

"Troops of the 15th Army Group have so smashed the German Armies in Italy that they have been virtually eliminated as a military force. This destruction has all been accomplished in the offensive which is now 22 days old for the Eighth Army and 15 days old for the major part of the Fifth Army.

"Twenty-five German Divisions, some of the best in the German Army, have been torn to pieces and can no longer effectively resist our Armies.

"Thousands of vehicles, tremendous quantities of arms and equipment, and over 120,000 prisoners have been captured and many more are being corralled.

"The military power of Germany in Italy has practically ceased, even though scattered fighting may continue as remnants of the German armies are mopped up."

Gen. Clark's statement came in the middle of further spectacular successes all over the Italy front.

LATEST CITIES TO FALL INTO OUR HANDS ARE MILAN, CAPITAL OF ITALY'S RICH INDUSTRIAL NORTH, TURIN, FOURTH BIGGEST CITY IN ITALY, AND THE LARGE PORT OF VENICE WHERE LT.-GEN. SIR RICHARD MCCLIBERT'S EIGHTH ARMY IS COMPLETING THE OCCUPATION OF THE CITY.

American troops of Japanese ancestry went into Turin yesterday morning to join up with British Partisans who had already captured it.

The entry into Venice, on the Eighth Army front, was made by the veteran 54th (London) Division headed by the 195th Queen's Brigade.

Milan was entered yesterday afternoon by the commander of the U.S. 4 Corps, who found that the city had been cleared of all but a few Germans by the Partisans several days ago.

As the Germans become more and more disorganized, more generals are falling into the bag. The American First Armored Division alone has added four to the list.

They are Major-Gen. von Dahr, Commander of the 50th Panzer Grenadier Division, and his staff; Major-Gen. Leyers, director of production for north-west Italy; Major-Gen. Vehring, director of motor transport for north-west Italy; and Major-Gen. Ebling, commander of the Corp military school.

(Continued on Page 4, Col. 1)



EAST-WEST REDOUBT SQUEEZE

SUPREME ALLIED H.Q., Monday.

WITH SEVENTH ARMY TANKS AND INFANTRY INSIDE MUNICH, HEART OF THE NAZI "REDOUBT" AREA, GEN. PATTON'S THIRD ARMY FORCES HAVE STRUCK ACROSS THE ISER RIVER ON AN 15-MILE FRONT IN A MOVE WHICH THREATENS TO CUT OFF THE WHOLE OF SOUTH-EAST GERMANY.

Air reconnaissance to-day reported columns of German motor transport moving south into the Austrian highlands as the American Third Army and the Russians from the east converged on Linz, gateway to the mountain fastness.

FRENCH ACROSS AUSTRIAN BORDER

Official reports placed the Americans and the Russians about three miles apart, but unconfirmed reports said they were on the point of linking up.

It is reported from Paris that the French First Army has crossed the Austrian border at Bergern, at the northeast tip of Lake Constance, and is driving east towards a link-up with Seventh Army forces, now within 12 miles of Innsbruck.

A hard battle is in progress inside Munich.

Seventh Army troops have captured the famous beer hall, where the Nazi movement first started.

In the south, American Ninth Army forces have made further contact with the Russians at Appolonsdorf, 14 miles south-east of Dornau.

Thirteen enemy planes were shot down yesterday when they attempted to disrupt bridging operations across the Elbe.

(Munich, Nazian's Birthplace - Page 1.)

COMMUNISTS HEAD POLL IN PARIS ELECTIONS

Final results in the Paris Municipal Elections disclosed yesterday, showed that out of 90 seats to be filled, Communists won 29, thus establishing the strongest representation of any single party.

HERRIOT IN MOSCOW

Edouard Herriot, a former Prime Minister of France, who was recently freed from captivity in Germany, has arrived in Moscow, says Reuter.



The "Big Three" of 15th Army Group which, in 22 days, has made one of the most remarkable advances of the war. Gen. Mark Clark, Army Group C-in-C (center), with Lt. Gen. Sir Richard L. McCliberty, Eighth Army Commander, and Lt. Gen. L. K. Truesdell, Jr., Fifth Army Commander.

Berlin: Battle For The Last Square Mile

WITH approximately only one square mile of Berlin left to them, the defenders of the German capital were still resisting bravely, but hopefully yesterday. Russian pressure had then grown to what one correspondent described as titanic proportions.

In the hands of the Red Army as the result of Sunday's battles were the Moabit suburb, the southern section of the Wilmersdorf district and the Anhalter, Hohenzollernstrasse and Hallesche stations: Twelve thousand foreign slave workers had been freed.

"One more big crack in a vital sector and the whole structure will go," wrote Duncan Hooper, Reuter's special correspondent, yesterday afternoon.

Latest reports from the embattled capital indicate a two-way Russian push on a broad front south of the Spree. It is directed

Milanese Proved Their Worth

Triumphs to the people of Milan and the Brazilian Expeditionary Force have been paid by General Mark W. Clark.

Broadcasting to the people of Milan over the Italian Freedom Radio, Gen. Clark said:

"I express my appreciation of the work of the Committee of National Liberation, who planned the rising and timed it with the utmost strategic insight.

"This historic occasion adds a new and glorious chapter in the history of Milan and proves to the world that you are citizens of a calibre to play a leading part in the regeneration of Italian life and industry."

Congratulating the Brazilians on the capture of the entire 14th German Infantry Division, he said it was evidence of the fighting spirit of the Brazilians.

towards Unter den Linden — which Red Army men are now calling Unter den Bomben — and Koenigsplatzstrasse, the great avenue of shops and cafes which used to be the centre of Berlin's night life. At least one spearhead is believed to have reached Unter den Linden.

POCKET CLEARED

Forty thousand prisoners have been taken southeast of the capital in the clearing of a pocket formed in the early stages of the siege.

North of Berlin, meanwhile, Marshal Rokossovsky continues to rocket ahead, despite the difficulties of country slashed by streams and lakes, in his advance from Stettin, now 60 miles behind.

On Sunday his tanks and Cossacks entered the province of Mecklenburg, seized the towns of Neubrandenburg (on the trunk highway to Rostock) and Anklam, and cut off from the south the heavily-bombed submarine base of Swinemunde.

100 MILES TO GO

The pace of Marshal Rokossovsky's drive has taken his spearheads to within 100 miles of British and American forces on the east bank of the Elbe.

The Americans made a surprise crossing of the river early yesterday morning. They went over a few miles upstream from the positions gained by the 15th Scottish Division the day before. The original bridgehead had been expanded to a width of seven miles yesterday, when at one point the British were six miles beyond Lauenburg in their bid to outflank Hamburg.

P.M.'s PRAISE FOR VALIANT MEN IN ITALY

MR. CHURCHILL has sent the following message to Field-Marshal Sir Harold Alexander, Supreme Allied Commander in the Mediterranean:

"I rejoice in the magnificently planned and executed operations of the 15th Group of Armies which are resulting in the complete destruction or capture of all enemy forces south of the Alps.

"That you and Gen. Mark Clark should have been able to accomplish these tremendous and decisive results against a superior number of enemy divisions after you have made great sacrifices of blood and treasure for the Western Front, is indeed another proof of your genius for war and the intimate brotherhood in arms between British, Commonwealth and Imperial Forces and those of the United States.

"Never, I suppose, have so many nations advanced and manoeuvred in one line victoriously.

"British, Americans, New Zealanders, South Africans, British Indians, Poles, Jews, Brazilians and strong forces of liberated Italians have all marched together in the high comradeship and unity of men fighting for freedom and for the deliverance of mankind.

"This great final battle in Italy will long stand out in history as one of the most famous episodes in this second world war.

"Give my heartfelt congratulations to all your commanding and principal officers of all Services and, above all, to the valiant and unselfish troops whom they have led with so much skill."

ROME ENDORSES MUSSOLINI'S EXECUTION

THE Italian Government, through its Commissioner for the punishment of Fascist crimes, yesterday endorsed the action of Italian patriots in executing Benito Mussolini after his capture on the Swiss border.

At the same time, the National Liberation Committee of Northern Italy, in a broadcast statement quoted by Reuter last night, declared:

"The shooting of Mussolini and his accomplices is the conclusion to an unintermittent struggle which constitutes promise of rebirth and reconstruction.

"The necessary purge of remaining Fascist elements can only and must be carried out in the strictest legality."

Two Allied war correspondents, Christopher Lamb of The Times, and Stephen Barber, of the News Chronicle, say that

John Amery Is In Bag, Too

THE Partisan-controlled Milan Radio reports that John Amery, notorious speaker on the Fascist Radio and son of Mr. L. S. Amery, Secretary of State for India, was among recently arrested persons.

His name has long been linked with that of William Joyce "Lord Haw-Haw" as an anti-Allied broadcaster during the war.

Eighth Army News - May 3rd, 1945

FOR EIGHTH ARMY AND U.S.A.F. FOUNDED IN 1941

Eighth Army News

No. 172 Vol. 6 THURSDAY, MAY 3, 1945

ITALY WAR OVER HITLER IS DEAD

THE WAR IN ITALY IS OVER. ENEMY LAND, SEA, AND AIR FORCES, COMMANDED BY COL-GENERAL HEINRICH VON VIETINGHOFF-SCHEEL, GERMAN COMMANDER-IN-CHIEF SOUTH-WEST & COMMANDER-IN-CHIEF ARMY GROUP C, HAVE SURRENDERED UNCONDITIONALLY TO FIELD MARSHAL SIR HAROLD ALEXANDER, SUPREME ALLIED COMMANDER IN THE MEDITERRANEAN. THE TERMS OF SURRENDER PROVIDED FOR THE CESSATION OF HOSTILITIES AT TWELVE NOON, G.M.T., YESTERDAY.

The instrument of surrender was signed last Sunday afternoon, at Allied Force Headquarters, Caserta, by two German plenipotentiaries and by Lt.-General W. D. Morgan, Chief of Staff, A.F.H.Q. One German representative signed on behalf of General von Vietinghoff, and the other for Obergruppenfuhrer Karl Wolff, Supreme Commander of S.S. and Police and German General Plenipotentiary of the Wehrmacht in Italy.

UNCONDITIONAL SURRENDER

AFTER SIGNING THE DOCUMENT OF UNCONDITIONAL SURRENDER, THE TWO GERMAN PLENIPOTENTIARIES RETURNED BY SECRET ROUTE TO GENERAL VON VIETINGHOFF'S HEADQUARTERS IN THE HIGH ALPS TO ARRANGE THE SURRENDER OF THE GERMAN AND ITALIAN-FASCIST LAND, AIR, AND NAVAL FORCES.

TERRITORY IN GENERAL VON VIETINGHOFF'S SOUTH-WEST COMMAND INCLUDES ALL NORTHERN ITALY TO THE ISONZO RIVER IN THE NORTH-EAST, AND THE AUSTRIAN PROVINCES OF VORARLBERG, TYROL, SALZBURG, AND PORTIONS OF CORINTHIA AND STYRIA.

The enemy's total forces, including combat and rear echelon troops, surrendered to the Allies, are estimated to number nearly one million men. The fighting groups include the remnants of twenty-two German and six Italian-Fascist divisions.

The instrument of surrender consists of six short paragraphs. Three appendices giving details pertaining to land, sea and air forces were attached to the instrument.

- The following terms are imposed:
- First. Unconditional surrender by the German Commander-in-Chief south-west of all forces under his command or control on land, at sea, or in the air to the Supreme Allied Commander, Mediterranean Theatre of Operations.
- Second. Cessation of all hostilities on land, at sea and in the air by enemy forces at 1200 hours G.M.T. May 2, 1945.
- Third. The immediate demobilization and disarmament of enemy ground, sea and air forces.
- Fourth. Obligation on the part of the German Commander-in-Chief South-west to carry out any further orders issued by the Supreme Allied Commander, Mediterranean Theatre.
- Fifth. Disobedience of orders or failure to comply with them to be dealt with in accordance with the accepted laws and usages of war.

The instrument of surrender stipulates that it is independent of, without prejudice to, and will be superseded by any general instrument of surrender imposed by or on behalf of the United Nations and applicable to Germany and German armed forces as a whole.

The instrument of surrender and appendices were written in English and German. The English version is the authentic text. The decision of the Supreme Allied Commander, Mediterranean Theatre, will be final if any doubt or dispute arises as to the meaning or interpretation of the surrender terms.

The signing took place in the office of General Morgan in the presence of British, U.S. and U.S.S.R. officers including Lieutenant General Sir Brian Robertson, Chief Administrative Officer, A.F.H.Q.; Major General L. L. Lovatt, Deputy Chief of Staff, A.F.H.Q.; Rear Admiral H. A. Parker, Chief of Staff to Commander-in-Chief, Mediterranean; Rear Admiral S. S. Lewis, Chief of Staff to the Commander of U.S. Naval Forces in North Africa Waters; Major General C. C. Chamroy, Chief of Staff, M.A.A.F.; Air Vice Marshal C. B. A. Fisher, Chief of Staff to Deputy Air Commander-in-Chief, M.A.A.F.; Major General T. S. (Continued on Page 4, Col. 4)

Goodbye To All That



THE TWO BOGEYMEN OF EUROPE . . . BOTH DEAD WITHIN THREE DAYS.

Doenitz Is The New Fuehrer

It is reported from the Fuehrer's Headquarters that our Fuehrer, Adolf Hitler, has fallen this afternoon at his Command Post in the Reich Chancellery, fighting to the last breath against Bolshevism and for Germany. On April 30 the Fuehrer appointed Grand Admiral Doenitz as his successor. Our new Fuehrer will speak to the German people.

This was how Hamburg Radio on Tuesday night announced the death of Hitler 12 years and three months after he had established the Nazi Reich which he had boasted would endure for 1,000 years. Hitler was 56 last month.

His successor, Doenitz, Commander-in-Chief of the German Navy, followed the broadcast announcement with a proclamation in which he declared that Germany would continue to fight. "The Fuehrer has appointed me as his successor. Fully conscious of the responsibility, I take over the leadership of the German people at this fateful hour."

In an eulogy of Hitler, Doenitz said: "Adolf Hitler recognized beforehand the terrible danger of Bolshevism and devoted his life to fighting it. At the end of this, his last battle, and of his unswerving straight path of life stands his death as a hero in the capital of the German Reich."

The German High Command communique yesterday said: "The Fuehrer has fallen in battle at the head of the heroic defenders of the Reich capital." World opinion is inclined to accept with suspicion the Nazi account of Adolf Hitler's collapse. Hamburg Radio, it is noted, appears to recede the statement by Doenitz that Hitler died "as a hero" with his own sword. (Continued on Page 4, Col. 4)

YOUR MAGNIFICENT TRIUMPH

FIELD-MARSHAL SIR HAROLD ALEXANDER, Supreme Allied Commander in the Mediterranean, has issued the Order of the Day to soldiers, sailors and airmen of the Allied forces in the Mediterranean.

After nearly two years of hard and continuous fighting, which started in Sicily in the summer of 1943, you stand today as the victors of the Italian Campaign.

You have won a victory which has ended in the complete and utter rout of the German armed forces in the Mediterranean. By clearing Italy of the last Nazi aggressor, you have liberated a country of over 45,000,000 people.

Today the remnants of a once proud Army have laid down their arms to you—close on a million men with all their arms, equipment and impediments. You may well be proud of this great and glorious campaign which will long live in history as one of the best and most successful ever waged.

No praise is high enough for you soldiers, sailors and airmen and workers of the United Forces in Italy for your magnificent triumph.

My gratitude to you and my admiration is unbounded and only equalled by the pride which it mine in being your Commander-in-Chief.

FROM ALAMEIN TO THE ALPS YOU HAVE DONE IT

FOLLOWING IS A MESSAGE BY GENERAL JOSEPH T. MCARMNEY, DEPUTY SUPREME ALLIED COMMANDER, MEDITERRANEAN, TO THE MEMBERS OF THE ALLIED ARMED FORCES IN THE MEDITERRANEAN THEATRE:

The enemy in Italy has surrendered unconditionally.

Your magnificent victories in the spring offensive left him only two alternatives: to surrender, or to die.

This hour is the glorious climax of one of the greatest triumphs in the long, hard-fought war in Africa and in Europe. Your part will live always in the hearts and minds of our people.

The attack against the enemy's so-called "inner fortress" began in the Mediterranean. You have come from Alamein and from Casablanca to the Alps. After the successes in North Africa, you smashed the enemy in Tunisia. You drove him from Sicily. You invaded Italy, and,

despite feeble resistance and incredibly difficult terrain and weather, you drove him back, always better equipped, always the best troops he possessed. At this moment, surrendering he is against the Alps, helpless under your blows to defend himself. The victory is yours—you of the ground, sea and air forces of many nationalities who have fought here as a single combat team. The surrender today is to you.

Now, with God and overall victory in sight, as we go forward until the last foe, Japan, is crushed, there and not only there, will freedom-loving men and women be able to enjoy lasting peace.

General Mark W. Clark, Commanding 15th Army Group, has issued the following Order of the Day to the soldiers of the Group, which includes the Fifth and Eighth Armies:— "With a full and grateful heart

I hail and congratulate you in this hour of complete victory over the German enemy, and join with you in thanks to Almighty God. Yours has been a long, hard fight—the longest in this war of any Allied troops fighting on the Continent of Europe. You men of the Fifth and Eighth Armies have brought that fight to a successful conclusion by your recent brilliant offensive operations which shattered the German forces opposing you. Their surrender was the inevitable course left to them, they had nothing more to fight with in Italy.

You have demonstrated something new and remarkable in the annals of organized warfare: you have shown that a huge fighting force composed of units from many countries with diverse languages and customs, inspired, as you have always been, with a

Leyland - The Canal Side Village

Peter Houghton

Which way to go?

When the first Act was passed on 19th May, 1770, the original line of the Leeds & Liverpool Canal was via Bingley, Skipton, Gargrave, Barnoldswick, Foulridge, Colne, Whalley, Bamber Bridge, Leyland and Ecclestone. Yet by 1793, the company was applying to Parliament to change the route of the section between Colne and Newburgh and to proceed instead via Burnley, Blackburn, Chorley, Red Moss and Wigan. While this application was turned down, the following year an Act empowered the company to build its canal via Burnley, Blackburn and Heapey, thereby joining the Lancaster Canal (Southern Section).

There are therefore two main questions for the Leyland historian in respect of the above mentioned facts; the first being what changed in the twenty-three years for the route of this new form of transport to bypass Leyland? And secondly if it had passed through Leyland where and how it would have affected the town we know today?

Leyland's first bypass

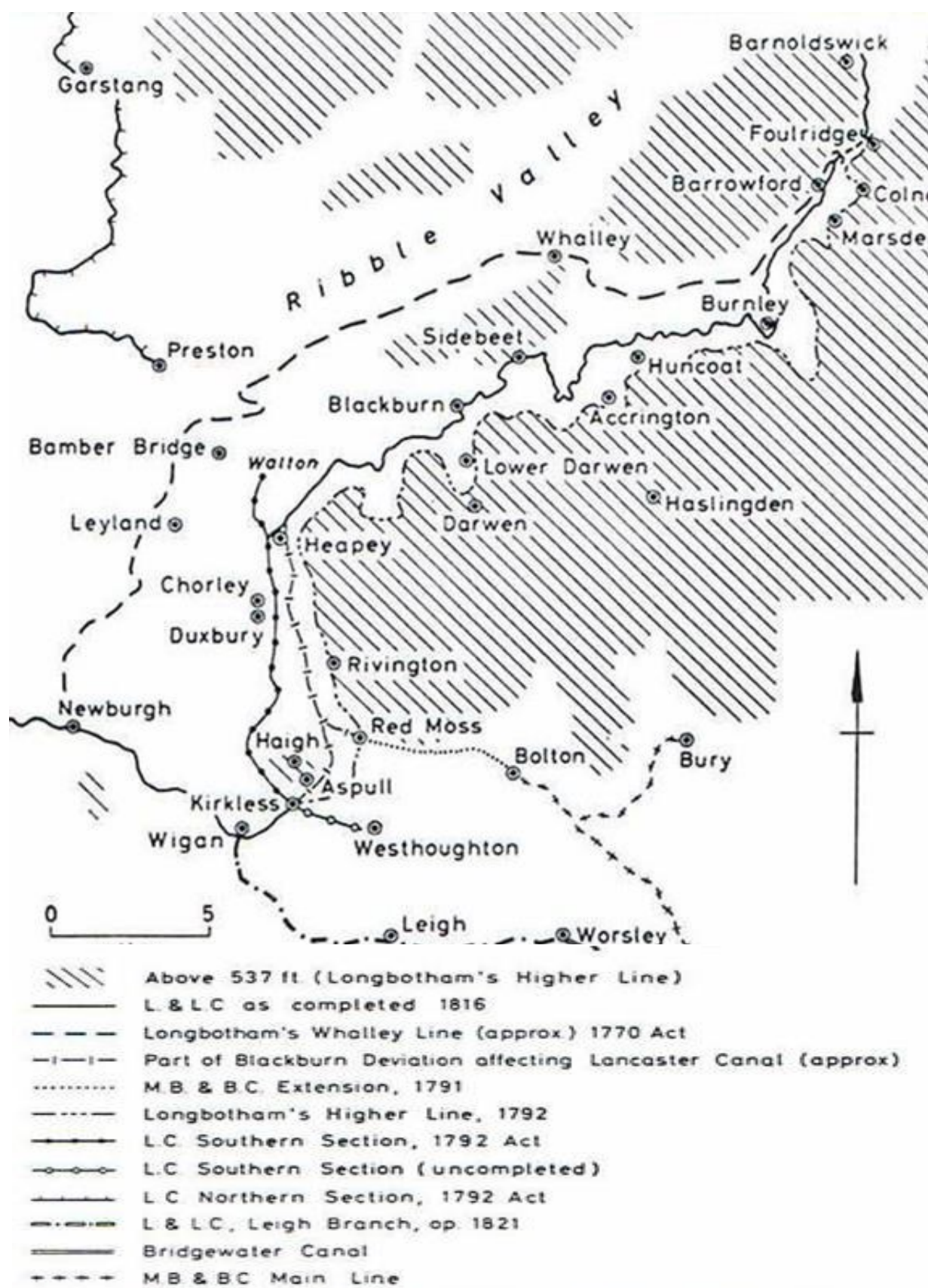
To investigate the first question, we must return to the origins of the canal. The original line had been surveyed in 1768 by John Longbotham for a canal between Leeds and Liverpool which was resurveyed by James Brindley. This route was the one embodied in the Act of 1770 and on the basis of his estimate of £259,777 for the completion of the canal, the company was authorised to raise £260,000 capital in 2,600 shares with an additional £60,000 if required. This line, however, was not agreed to be the best. During 1769 Lancashire members of the committee which had been formed to promote the canal were campaigning for a different line between Colne and Newburgh. While the main controlling committee consisted of Yorkshire men for many years, there was a separate but subordinate Liverpool Committee right up to 1850, and in earlier years there was much jealousy between them.

Robert Whitworth, who later became the company's engineer, was appointed to make a report on the alternative proposal. Because he anticipated greater problems of construction on the line favoured by the Lancashire interests and laid out by Burdett via Blackburn and Chorley, he recommended that Longbotham's original line via Whalley and Leyland should be adopted. However, it was argued that the trade on the Whalley and Leyland line would be far exceeded by that on the Blackburn line. The Lancashire gentlemen considered that 'the whole line (Leyland) ...is thin of inhabitants, void of native productions, passes near no market towns, and has little or no trade', according to a letter to the Liverpool committee meeting of 14th August 1769.

The Blackburn line in contrast passed through an area in which there were many coalmines and stone quarries and where the demand for lime would be 'immense'. It was 'the most rich, populous, manufacturing part of Lancashire, full of valuable native productions, (which) will supply Liverpool with exports five times more ... than is now employed'.

Despite this dissension the Leyland line was accepted for inclusion in the Bill because it offered a shorter and less expensive communication between Leeds and Liverpool and it approached more closely north Lancashire, a source of limestone. Brindley estimated that the canal from Foulridge to Liverpool via Leyland would cost £174,324 for a length of 66.25 miles, while the line via Blackburn would cost £240,881 for 83 miles.

After the first Act was obtained, construction proceeded as funds permitted but no work was carried out on the line between Barrowford and Newburgh because of anticipated low



returns on this section. In July 1791 there was the first suggestion that a change in the Leyland line by deviating south of Bamber Bridge, via Duxbury, Red Moss and Westhoughton, to connect with the head of the canal being built by the company to replace the River Douglas Navigation.

This deviation was to enable a branch to be made to the proposed junction with the Manchester, Bolton & Bury Canal at Red Moss and thereby connect with the growing Manchester traffic. However, this caused a problem as the Red Moss junction would have been 215 feet higher than the Bamber Bridge level and thereby constitute a second summit level with the additional water supplies that would be needed. If the canal were to proceed at a high level from Barrowford via Burnley, Blackburn and Chorley this could be avoided.

The committee instructed a delegation to study both lines and thus when their report was presented to the committee on 11th February, 1792, there were two options given, either a 200 foot rise from the Whalley line near Leyland or, changing the line west of Colne and maintaining a higher level to Red Moss. This would increase the distance by 12 miles, though it was not regarded as a problem since the company were now of the opinion that instead of the shortest practicable trans-Pennine canal for mainly long distance traffic (a position overtaken by the Rochdale and Huddersfield canals), it would now be seen as a waterway whose internal trade would be the most important source of revenue.

As the Leyland route was again described as ‘a country of marl... and, moreover, the countryside was thinly populated and generally destitute of trade’, it is not surprising that on 27th February, 1792, the committee meeting in Bradford unanimously resolved that it would be highly beneficial to the company to follow the line via Blackburn. Thus it was that Leyland lost its canal forever. Unfortunately for the Manchester Bolton & Bury Canal, the Leeds & Liverpool Canal eventually decided to make a connection with the Bridgewater Canal via the Leigh branch and the canal junction on Red Moss never materialised.

Meanwhile, the Lancaster Canal had been surveyed in the years 1791 and 1792 by John Rennie and promoted as being from Westhoughton in the coal fields to Kendal with the limestone quarries, this initial exchange of trade being planned. Following the passing of the Act of Parliament on 10th June 1792, the canal was built in two sections, north from the basin at Preston to Kendal and south from Walton Summit towards Westhoughton getting as far as Aspall and being opened in 1799.

The final section of the Leeds & Liverpool Canal being the seven Johnson Hillock locks at Heapey which were built by the Lancaster Canal in 1816 under an agreement.

Would you be living on the towpath?

When I have researched the local history of the Leeds and Liverpool Canal, the only available plan of the original route was one of the whole canal from Leeds to Liverpool on one sheet and thus a very small scale, Leyland and Shaw Hall being denoted by two dots.

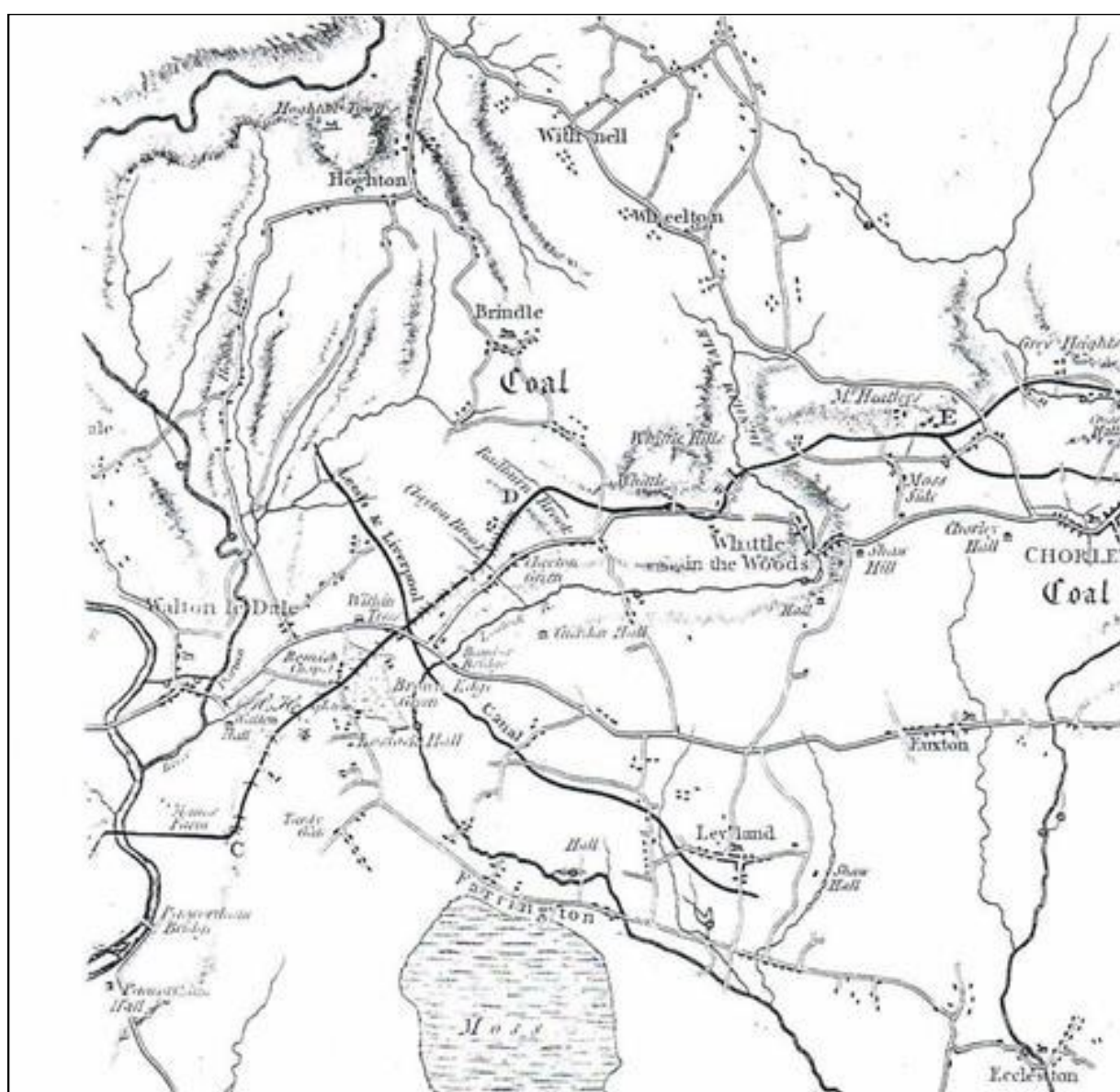
However, I was surprised on a visit to the Lancaster Maritime Museum to be confronted by a plan of the first survey of the Lancaster Canal surveyed by John Rennie in 1791 and 1792 from Kendal to Westhoughton on the museum wall. The map accompanying this article was taken from that display and clearly shows the proposed Leeds & Liverpool Canal from Hoghton to Leyland, the only confusion being that north is to the left.

The original route of the Lancaster Canal, including the section from Walton Summit to Preston which subsequently became the tram road, is also shown clearly. If you follow the line of the Leeds & Liverpool from where it crosses the Lancaster Canal on the level adjacent to the A6 in Bamber Bridge just south of the Wither Trees. It would have then headed on an aqueduct over the River Lostock across the fields to the Stanifield Lane/Lydiat Lane junction. The canal would then follow Stanifield Lane to the west eventually reaching Golden Hill Lane which it crossed near Northgate.

As this is the plan for the Lancaster Canal, there are no details regarding the provision of locks for the Leeds & Liverpool, though the land configuration would suggest a short flight of locks down into the valley of Bannister Brook. The canal then heads west to follow the brook's course until it again heads south behind Towngate roughly on the line of the Broadfield estate. It reaches Fox Lane which it crosses and then disappears as the line heads almost straight for Shaw Hall. It may be a coincidence that the line had not been established through the land of two of the largest landowners in the area, namely the De Hoghtons and the ffaringtons.

So Leyland did not manage to become a canal village, however if you take a look at the nearby village of Burscough Bridge you can imagine what might have been!

As the Lancaster Canal map was used in the talk in September on the Mapping of Leyland I thought that an updated edition of this article which appeared in the Chronicle back in 1997 might appeal to the members.



Leeds & Liverpool Canal from Houghton to Leyland



Scrumping

Joan Langford

Scrumping - the act of stealing an apple from a tree that does not belong to you

Where there have been orchards, there too has been temptation. Not only was Adam tempted to taste the sweet 'forbidden' fruit, so too have many, many other young people over the succeeding centuries.

A number of Farington's young people of the 1930s and 1940s have (somewhat sheepishly) told me that, at varying times, they too succumbed to the challenge of the temptation of the tasty bounty 'just over the wall' on fruit trees in local orchards and gardens. They knew very well that if they were caught they would be in big trouble. They also knew that green, unripe fruit would be likely to give them, at best, stomach ache and, at worst, make them rather sick - but the 'challenge' just had to be taken up.

Scaling walls, negotiating thorny hedges and climbing railings and trees was all part of the challenge, grazed knees notwithstanding - although the 'guard' geese in some orchards did seem to have been an effective deterrent.

For obvious reasons, the names of both men and women who have shared the memories of their escapades with me have been changed here, or left out altogether.

Here are just a few of their tales:-

Betty said: 'We used to go scrumping. I was the one who had the brains so I kept cave and I used to charge 'em all two apples so I never went to get the apples myself. I'd shout 'scoot' if anyone came and I'd be the first to be off. That way I could get eight apples and take no risk at all.'

Roy said: 'Getting through the thick hawthorn hedge was the worst big thing. I got scratched all over and my Mum wanted to know what had happened to my clothes to be in such a state.'

Ted recalled that such was the respect - call it what you will - for the police, that if you saw a Bobby coming you'd disappear fast, with or without any apples.

Win said: 'There was an orchard at the back of the park where we played and I'm ashamed to say now that on many occasions I climbed over the wall to pick myself an apple. I always ate it, even though I knew sometimes it would give me stomach ache.'

Phil: 'Wickedness amongst us children boiled down to little more than mischief. I were a bit of a devil, but I never did any damage. Scrumping apples was a challenge to prove you weren't a wimp. We had to do it.'

Norman said 'Six of us were in a sort of gang. Every Saturday and in school holidays we went out on to the moss to play. We made ourselves a den and all took bits and pieces of food to eat there. Sometimes we also 'collected' a few potatoes from one of the fields which we then cooked in our fire.

'One day it was my turn to get us some apples so I went to the orchard down the lane. I liked reading adventure stories so I knew it was

important not to leave any footprints to give myself away. There were railings all round this orchard and inside them was a HUGE privet hedge, so, very carefully, I climbed up the railings, leaned forward and parted the hedge and there they were, just waiting for me. I leaned over as far as I could without falling off and picked six lovely apples, put them in my pockets and beat a hasty retreat back to the den.

‘About ten minutes later my mate Les arrived. He told us that as he was passing the big house, Mrs Jones had come out and said, “Hello Les, your mate Norman has just been for some apples!”’

Gerry: ‘We used to go scrumping apples off trees then run away. People would shout “the policeman will be after you”’.

Jean: ‘In the summer holidays we often went to Neddy Springs to play. Our route took us through a farmyard (Old Farington Hall Farm) and past the orchard which was protected with thick hawthorn hedges. All the apples on those trees were very tempting but there was no way my friend and I could get over or through the hedge. However, we discovered that there was a culvert for the stream running through the farmland which went from near the path into the orchard.

‘I am ashamed now to say that we tucked our dresses into our knickers and crawled through the culvert (getting very wet in the process) and came out right by the trees. We knew the green apples would give us tummy ache, but we could not resist eating a couple of them’.

‘Scrumped’ apples were used in some magic potions particularly for spells dealing with love. It is said that scrumping the apples symbolised stealing someone’s heart and the courage to do so.



Joan following her talk to the Society at the Annual General Meeting in July



Just the ticket

Historical Society hopes to turn railway building into exhibition space

By KAY TAYLOR
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@MostLeylandNews

Leyland Historical Society is fighting to save an ageing building from demolition - with the hope of turning it into a mini-museum.

The town's old railway station ticket office dates back to 1880, but has just closed as a replacement office has been built in the car park off Golden Hill.

But rather than it being demolished as part of Northern Rail and Network Rail's plans to bring station facilities into the 21st century, the Historical Society

would like to see the old building preserved and put to better use.

Chairman Peter Houghton said: "It would be really good to use the old ticket office as a display gallery for the society."

"We have a lot of old photographs of Leyland but we have nowhere to showcase them."

"We have put displays on in the past and we sometimes use the South Ribblesdale Museum and Exhibition Centre, but we have to wait our turn and we're only there about once a year."

"It would be really great if we could have our own space."

TURN TO PAGE 6

Peter Houghton, chairman of Leyland Historical Society, outside the railway station ticket office

New exhibition space would be just the ticket

FROM FRONT PAGE

The future of the old ticket office is currently uncertain, as Northern Rail and Network Rail are drawing up plans for a new footbridge and lifts at the station.

The office was initially set to be bulldozed, but the companies have now said they are open to suggestions.

Mr Houghton said: "It's something we could look after, and it would just be really good to have our own exhibition space."

"We could change the photos we display every once in a while, and I think the people of Leyland would be really interested in visiting it."

Leyland Railway Station opened in October 1838 as a two-line level crossing, and Mr Houghton says the original

stone sets from platform one can still be seen from platform two.

When it was made into a four-track station in 1880, the bridge and ticket office were also built, and the station master's house was located in the same spot where the new ticket office has just opened.

"The old ticket office is a standard design of the times," Mr Houghton added. "But there aren't many of them left now because many have been pulled down and rebuilt over the years, so it would be good if we could save this one."

As previously reported in the Guardian, the station has been granted a £3.5m windfall from the government's Access for All programme.

The funding will enable the installation of a new footbridge and three lifts, and

work is expected to be carried out between 2015 and 2019. Hundreds of thousands of pounds were secured to draw up the ambitious plans in 2012, but more cash was needed to actually do the work.

The old ticket office was originally set to be demolished and replaced with a new one that year too, but the existing footbridge was in the way, and funding wasn't available for that part of the scheme.

So instead, a ticket office was built in the car park this year, in case the rest of the funding didn't become available for the bridge work.

Craig Harrop, from Northern Rail, said: "The old ticket office at Leyland has been closed off as we start to move into the new ticket office facility."

"Following the recent 'Ac-



Peter Houghton, chairman of Leyland Historical Society, outside the old Leyland Railway Station ticket office

cess for All' announcement our colleagues at Network Rail are currently finalising the design for the station

lifts and once we will have the final location confirmed, we will consider the options for the old ticket office."

Acknowledgement: Kay Taylor - Leyland News and Leyland Guardian 29 July 2014

Our Chairman's suggestion for a use of the old ticket office at Leyland Station was reported in the Leyland Guardian on Tuesday, 29 July. Ever mindful of preserving the heritage of Leyland and the railways this was, perhaps, more of a tongue in cheek gesture and, as he says, 'all publicity is good publicity for our Society'. Peter is still awaiting a reply from British Rail.



At the heart of Hull's Trinity Quarter is the breathtaking Grade I-listed Holy Trinity Church which was built with the patronage of Edward I when he gave a Royal Charter to the city so that it became Kingston upon Hull. His finest masons created the outstanding perpendicular architectural features seen at the church today. It is reflected onto panels set into the commercial building opposite



Playing a leading part in Britain's commercial and political life for more than 700 years, Hull (or 'Kings Town' as it was named in the 13th century) has continued to thrive. In the 13th century, Hull formed part of an economic and trade alliance called the Hanseatic League. This League had its own legal system and furnished armies for mutual production and aid.

The city is allegedly the place where the English Civil War started in 1642, where anti-slavery campaigner William Wilberforce was born and it is home to England's largest parish church (by area). And that's not to mention its successful trade history.

Sitting along the banks of the River Humber, Hull was a principal port, acting as a gateway to the rest of the world.

The impressive docks - where Prince's Quay and Queen's Gardens sit now - saw all sorts of trade pass through, including wool, whaling, timber coal and fish.

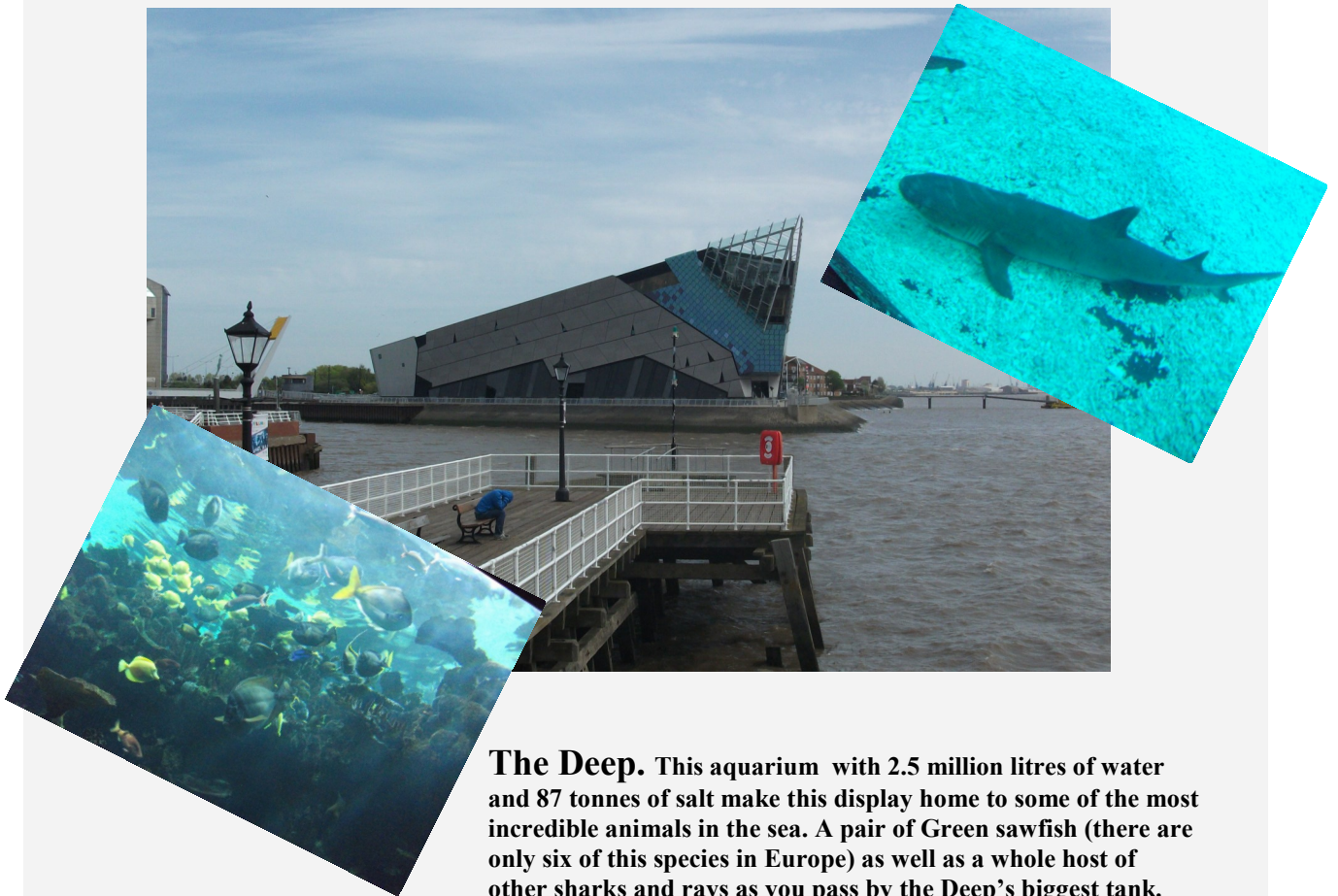
Hull Visitor Guide - 2013



King Billy's statue
Known affectionately as 'King Billy', the impressive gilded statue of King William III stands near the Art Nouveau gents toilets in Market Place. Erected in 1734 in honour of William of Orange.



At the Wilberforce Museum



The Deep. This aquarium with 2.5 million litres of water and 87 tonnes of salt make this display home to some of the most incredible animals in the sea. A pair of Green sawfish (there are only six of this species in Europe) as well as a whole host of other sharks and rays as you pass by the Deep's biggest tank.



The river Hull tidal barrier where it meets the river Humber



Prince's Quay shopping centre built over Prince's Dock... and its residents, a family of mallards



...time for home now

Leyland Historical Society

Programme 2014 - 2015

Meetings to be held in

**The Shield Room, Banqueting Suite, Civic Centre,
West Paddock, Leyland**

at 7.30 pm

2014	2015 (cont'd)
<p>Monday, 1st September The Mapping of Leyland Peter Houghton</p>	<p>Monday, 2nd March* Work, Class, Politics and 19th Century Soldiers Nick Mansfield</p>
<p>Monday, 6th October* Troupers - Entertaining in the First World War* Mikron Theatre Company</p>	<p>Monday, 13th April (2nd Monday) The Liverpool Overhead Railway Mike Murphy</p>
<p>Monday, 3rd November The Work of the College of Arms Thomas Woodcock</p>	<div style="border: 1px solid black; border-radius: 50%; padding: 20px; width: 80%; margin: auto;"> <p style="text-align: center;">Monday, 4th May Tenth Annual Historical Society Trip to North Wales</p> </div>
<p>Monday, 1st December The Halls of West Lancashire: A Dangerous Inheritance Lizzy Jones</p>	
<p style="text-align: center;">2015</p>	
<p>Monday, 5th January Excavations at Quarry Bank Mill Chris Wild</p>	<p>Monday, 1st June Victorian Market Halls Colin Dickinson</p>
<p>Monday, 2nd February Songs of the First World War Sid Calderbank</p>	<p>Monday, 6th July Curious Customs, with Bells On Stephen Walmsley</p>

All meetings are free to members, Visitors £3.00
Meetings marked* visitors pay £7.00
Annual Trip - price to be announced