

No. 51 2005 - 2006

South Yorkshire

The journal of
THE LEYLAND HISTORICAL SOCIETY



LEYLAND HISTORICAL SOCIETY

(Founded 1968)

REGISTERED CHARITY NO. 1024919

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AIMS

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

MEETINGS

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

AT

PROSPECT HOUSE, SANDY LANE, LEYLAND.

SUBSCRIPTIONS

Vice Presidents	£7.00 per annum
Members	£6.00 per annum
School Members	£0.50 per annum
Casual Visitors	£2.00 per meeting

A MEMBER OF THE LANCASHIRE LOCAL HISTORY FEDERATION

THE HISTORIC SOCIETY OF LANCASHIRE AND CHESHIRE

And

THE BRITISH ASSOCIATION FOR LOCAL HISTORY.

Visit the Leyland Historical Society's Web Site at

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EDITORIAL

Welcome to this edition of the "*Lailand Chronicle*". As always I have to thank the members of the society who have contributed such scholarly and interesting articles for this year's copy. So much work has been put into these items so that everyone can find something new, something of interest and something to stir the memories of past times.

I always find the articles submitted of great interest. Not being a Leylander born and bred I am fascinated by stories of old Leyland (well, before I came to live here fifty four years ago!). It is interesting to know what was here when Leyland was just a village and to look at places with new eyes, as they are part of the history of the town. I am amazed at the amount of study that goes into the production of some of these items.

Leyland has certainly changed even during the last few years and although we may not always like the changes that have been made, Leyland has now become busier and more alive than it was, say twenty years ago.

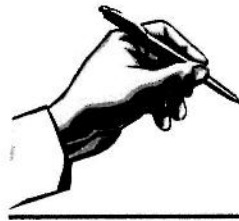
I am extremely grateful to the faithful few who have been consistent in giving me articles every year. Without them there would have been no Chronicle this year. I am sure that other members of the society have stories to tell of things that happened to them in their younger days, of places they knew that are no more and of Leyland characters they remember that would be of interest to everyone and perhaps revive happy memories of times gone by.

I have always found the editorial the most difficult part of editing the Chronicle. After all I am not a historian and it is not easy to find anything to match the knowledgeable items from our contributors. However, this year it is harder than ever. What can I say? I have been editing the Chronicle since 1995 -6 and think it is now time to hand over to someone else.

I have enjoyed the task most of the time and have seen the transition from typing and photocopying into the age of the computer, discs, electronic communications and much more. In many ways the task is easier than it was at the beginning although a much more professional looking product is now expected..

Our new editor will be Mary Longton and I hope you will give her as much support as you have given me over the past ten years and that she will get as much pleasure as I have from the task.

MARY FOWLER.



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

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

SOCIETY AFFAIRS 2004 – 2005

On Monday 7th September we start the 37th season with a large turnout as Dr David Hunt gave a short introduction on Leyland Motors. We were then treated to a series of films presented by James Crompton from the archive of the Leyland Commercial Vehicle Museum showing the firm at its peak.

While the first part concentrated on the many aspects of the giant that was British Leyland in the late 1960's, the second showed the various uses of the Scammell from local to cross-country. The third film was an interesting curio as a huge column was transferred from Kent to the north of Scotland. It passed through the country on the road system of the early 1950's, with roadside furniture having to be removed or in the case of a tree, cut down. A brief view of London Road, Preston was seen before it travelled north over Shap.

The following month on 4th October, keeping on the industrial theme, we had a visitor over from Leeds, as Carole Smithies gave the members a talk entitled "R.O.F. Shell Filling Factories in Two World Wars in Leeds and Euxton". The talk began with the story of a shell-filling factory at a site outside Leeds being built in 1915 on a green field site. The speed at which this factory was built and the workforce, all of whom were recruited from the mills, factories, farms and homes making the 15,000 needed, was well told.

When the First World War ended, she told of the government's insistence on the "10 year rule" which stated that they did not expect a war to occur in the next ten years. This continued in force until 1932, a bit late with hindsight. This led to the slow rearmament programme, which in turn was to lead to the new Royal Ordnance Factories. However, we nearly did not get one in Euxton as South Wales was classed as a more deserving and more depressed area, (who said – no change). It would seem that we got the West Lancashire franchise; as it was argued that the workers would come from that area. So it was then that the Euxton factory was built and opened as the Second World War commenced.

On Monday 1st November we had the welcome return of the Mikron Theatre Company who performed their latest production entitled, "On the Line". This featured the four cast members on the journey to nowhere as they sat as passengers in a train held at a signal for the duration of the play, (believe me this happens – I have been there).

The cast included two familiar faces as Peter Toon returned (he was in the last production here – "All Steamed Up" about Richard Trevithick), with his new wife Marianne. They were joined by Liz Eves (previously seen in Imogen's War – about the Land Girls in the Second World War) and another newcomer Robert Took who had settled into the roles very well.

As the show progressed we discovered the history of railways over the last 200 years from that man again, Richard Trevithick and the Penydarren tramway, through the Stephenson's and the first railway fatality and the many problems and challenges that the railways have met through the high point of the railways between the wars with the Big Four companies.

With the usual songs along the way the four stranded on the train gradually revealed more of their character as they got to know each other, rather than keeping to themselves in their own space in the carriage (double seat, double seat, gotta get a double seat – for fans of Ben Elton). Be it the old steam locomotive driver, the latent train spotter, the career woman and the out of control ticket collector trying to find out the reason for the delay, they all told their tales.

As the story got more up to date they covered all the “tions”, beginning in 1948 with nationalisation, followed by rationalisation under Beeching, then electrification in the 1960s and 1970s. This resulted in the removal of all the steam locomotives from the railways some less than 10 years old. As the show finished with the privatisation in the 1990’s we were left with the small question of, “where do the railways go next?” as their train finally got them to their destination. The show was up to the theatre company’s usual great standard and we look forward to seeing them again for their new production next year.

On Monday 6th December, the members were again treated to a theatrical performance as Lizzie Jones travelled over from Italy to entertain us with her version of the “The Lancashire Witches”. She told the story as the housekeeper of the magistrate who first heard the stories that the young girl told about her dysfunctional family with her grandmother and friends being the main victims.

The way that Lizzie told the story, as the family members not only admitted their witchcraft but also embellished the stories to make them seem more evil (probably their 15 minutes of fame going to their heads) made the story seem more real to our times. Although the final act of the executions at Lancaster Castle made this unlike any celebrity event nowadays, Lizzie with the assistance of Neil gave a very well put together one-man show with the usual attention to detail of her costume. The capacity crowd of members and her followers (i.e. visitors to us) made for an enjoyable evening with £80.00 raised by the raffle for the Farington Fund.

While the chairman was away on 3rd January, Les took control with George Howard’s second visit to Leyland to talk about “Hammers through the Ages”. Unfortunately, with it being the bank holiday it was before a reduced audience of 36, the lowest for quite some time. Those present were treated to an entertaining and humorous quiz involving four tables laden with hammers of all sizes, shapes and uses. Their names were as diverse as Beetle and Manchester. The evening concluded with a selection of dialect poems.

Unfortunately, the booked speaker at the February meeting was taken ill and so instead of Stewart Ainsworth from Time Team, on 7th February our own Doctor David Hunt treated us to a talk. He talked on the same subject of “The Work of the Landscape Archaeologist” but from a more local angle. David used the moss lands of Leyland, Farington and Longton to show how the development and cultivation of these lands can be traced from the seeds, grains etc. that can be extracted from the remains of the moss.

On Monday 7th March Dr Ian Saunders gave the members a talk on the subject of “Maps of Lancashire & their Makers”. As he said in the introduction, whilst some historians concentrate on the factual details of maps, he prefers the look and style of the maps production. He showed us a selection of his huge collection of maps with details to be found either in the title, legend or in the edges.

The annual visit to Alston Hall on 20th March where after a three-course meal, we were treated to a talk by Cliff Astin who used his usual style to show us "Graveyard Curiosities". These included sundials, gargoyles, door knockers, walls, in fact anything you might find in a graveyard and some things you wouldn't expect to find. An interesting talk on an enjoyable evening, we've already booked again for next year.

For the next meeting on 4th April, Martin Ramsbottom came from Fleetwood to tell us "What the Workhouse did for us". He went through the various legal attempts through Parliament to help relieve the lot of the poor, with details of the workhouses in our area.

For the May Bank Holiday Monday on 2nd May, a reduced membership saw our long time friend, John Cotterall tell the story of "Three Men in A Boat" (not to forget the dog). By telling the members about the author, his times and the people he knew; then talking about the journey along the River Thames in the late nineteenth century. Jerome K Jerome, care of John, became well known to us all that night.

On Saturday 5th June, the Society again took part in the fifth Leyland Craft & Local Societies Fair. There we were able to show off our great new laptop and digital projector with a continuing show of all the photographs we have amassed in the last year.

Also at the Craft and Local Societies Fair, The Leyland Historical Society announced the winners of their recent photographic competition. The competition, which ran through April and May, encouraged people to search old photographs and enter them into the photo competition. The Mayor of South Ribble, Mrs Dorothy Foster, and Leyland Historical Society Chair, Peter Houghton, presented certificates to:

Leyland Festival: 1st Prize–Dot Blackburn, 2nd Prize–Shirley Robson, 3rd Prize– Lynne Rowett

Transportation: 1st Prize – P.M. Leach, 2nd Prize – Lynne Rowett, 3rd Prize – Lynne Rowett

Social History: 1st Prize – Edward Almond, 2nd Prize – Lynne Rowett, 3rd Prize – Tony Lawton

Modern History: 1st Prize – Dedrah Moss, 2nd Prize – Marlene Ely, 3rd Prize – Sheelagh Kelly

Now You See It, Now You Don't (buildings or places redeveloped through the years):

1st Prize – Edward Almond, 2nd Prize – Shirley Robson, 3rd Prize – Shirley Robson

Old History: 1st Prize–Marjorie Action, 2nd Prize– Edna Mary Pickup, 3rd Prize– Marjorie Acton

Best in Show: Mr. Derek Wilkins.

Peter Houghton, Chair of the Society said, "We thank everyone who took the time to enter the competition and send our congratulations to the winners. We are always looking for photographs of Leyland to add to our records. Our library is available to local schools and groups who are interested in historical and social development of Leyland." Dr David Hunt gave a talk in the afternoon on the history of Leyland in the talk & slide show room. This room also featured the history of the buildings along the Festival route through Leyland and the story of Sandy Lane. The display in the main hall featured the competition winners on the boards and the other entries scattered on the tables.

The following Monday, 6th June, was the usual meeting with the return of Janet Nelson who came and talked about "The Home Life of the Lancaster Merchants". She showed the members the life of the landed gentry and how it changed as the merchants got wealthier and joined them in the large town houses. As we saw the development of the town with its model posh squares and small estates, Janet led us around the town. It was suggested afterwards by a few members that she should lead us around the town on a visit, though I had to point out that we had done that with her in April 1998.

Following the usual procedures at the Annual General Meeting on 4th July, Nigel Morgan entertained the members with a talk on "Lancashire - A Timber Framed County. He showed a collection of slides covering the whole of the county and many and varied types of property.

Following this a few members suggesting that we start the rail trips again, but as Network Rail seems to be playing with our local railway at the moment at weekends, it would be more of a slow bus trip. However, we thought that a coach trip to replace the May meeting would be more acceptable to the membership, details of which will be available by the time you read this.

Now I realise that this report may have been read in part by the members already, be it via the bi-monthly newsletter or from the infamous website. This has continued to grow since its inception in December 1999 to a point where, up to the middle of September, the number of visitors to the site was over 19352, over 5900 hits in the last year. The enquires have continued to flood in with over 50 requiring the committee's attention in the last twelve months.

I would just like to thank all the committee members for their assistance in the last twelve years and I hope they will continue to carry on in the future, especially Elizabeth with the planning applications and thanks also to Mary, who, after editing the Chronicle for the last ten years (which is a record) has decided to hand over this duty to someone else.

PETER HOUGHTON CHAIRMAN

STATION GARAGE LEYLAND

Early maps of Lancashire show Stanifield Lane running north/south through Farington and joining with Golden Hill Lane. The section of the Lane between Boundary Street and Leyland Station (i.e. the part which is in Leyland) is now known as Preston Road.

At the junction of Preston Road and Moss Lane is a garage, which over the years, has become a very well known local 'landmark' – 'SGL' (*Station Garage Leyland*).

For many years this corner site was the open space where Green's set up a Fairground on their annual visits to Farington and Leyland. After World War II, however, the Fair needed to find a new 'home' as Fred Slater bought the land and built his now famous garage on the site.

Fred was born in 1905 and spent his early years with his family in what is now Ward Street at Lostock Hall. When they were teenagers Fred and his brother Bill spent their spare time repairing bikes in the wooden shed in the backyard of their home. Bill's passion became motorbikes, but Fred's interests lay elsewhere – and he got a job as a driver for Dallas's buses. *Albert Dallas' Bus Company (based on Leyland Lane at Earnshaw Bridge Leyland) was one of the early bus services in this area – running between Leyland and Preston and outlying villages – and it was Albert Dallas who pioneered pneumatic tyres on public transport vehicles.*

It was while he was working for this Company that Fred met, and fell in love with the boss's daughter – Mary Dallas – and in 1928 they were married.

He continued to work as a driver for his father-in-law when Albert moved from buses into the haulage business and established Dallas Services Ltd. The Company became the leading haulage business in the area and Fred eventually became the North West traffic manager at Dallas. Entering the motor industry on his own account was then a somewhat natural progression for him.

*Left –
Fred Slater's 21st birthday photograph 1926*



Fred and Mary lived for many years in Stanifield Lane (on the corner of Kew Gardens) and in 1954 moving to a bigger house in Moss Lane. During World War II Fred purchased the 'scrubby piece of land' on the corner of Moss Lane and Preston Road with the intention of building his own garage there, but throughout the war years a severe shortage of building supplies meant that no new building was allowed. Undaunted, Fred purchased an ex-army 'pre-fab' Nissan hut from Heysham, erected it on his land, and opened his business – Slater's Service Station Ltd. – selling petrol and servicing vehicles.

After WW II, when motor vehicles were becoming more accessible to the general public and building restrictions were lifted, Fred decided the time was right to build his new garage. So, in November 1947 he submitted plans (*drawn up by Preston based architect F. Howarth*) to Leyland Urban District Council. The plans were for a (mainly asbestos) Garage and Workshop building 60 feet long and 18 feet 6 inches deep. There were ten sections to the structure – seven for the workshop, with double doors at the northern end; one for the main entrance; and two at the right hand end for the store room (and W.C.) These plans received the Council's "*Approval for 5 years, subject to the curtilage being kept in a tidy condition and planted if necessary. The building itself to be properly constructed and painted, according to the surveyor's instructions.*"

It would seem that Fred's original ideas developed considerably as the building work progressed because in February 1948 he submitted a second application – this time for a "Temporary Hut" to be added to the original building. This was "*approved, but must be removed after 5 years.*"

In August 1948, the garage still in the process of being built, he put in another, successful, application for an extension to the original building.

In October 1949, just prior to the opening he put in yet another application for a further extension to the garage, and also for permission to erect an "*advertisement signboard*".



And so it was that the new Slater's Service Station Ltd. was opened in the mid 1950's. At the ceremony (*left*) were, on the left, Dr. Fotheringham (*Chairman of Leyland Urban District Council*) and next to him Fred and Mary Slater. Also present were Mr. Redman JP., CC., and a representative from Austin Motors

Fred and Mary's daughter, Betty, told me "My father was the local agent for Cleveland petrol and for many years the price of the fuel was 1/3d, 1/6d or 1/9d a gallon, depending on which grade the drivers wanted." Petrol remained on ration and in short supply until May 1950. When Fred's new garage opened he had two petrol pumps on the forecourt – one marked PREMIUM and the other marked COMMERCIAL.

During WW II there had been a chronic shortage of petrol (even on the black market) and coupons were issued. In an endeavour to stop people illegally eking out their rations with the cheaper fuel intended for industrial use (e.g. Buses, haulage vehicles, farm machinery, etc.) the Government ordered that the industrial fuel should be chemically dyed red. But, as so often happened though, some people came up with a way of getting around this law. It was discovered that the red dye could be removed by straining the fuel through an old gas mask!

The 1950's were a time of peaceful change. The end of 10 years of petrol rationing symbolised a new, slowly unfolding sense of freedom. Soon long queues formed at petrol stations, and the once familiar phrase was heard again "Fill her right up". Many families bought their first car in the 1950's, and Fred became an agent for Austin motors.

Slater's Service Station Ltd. went from strength to strength but unfortunately none of their daughter's family was interested in continuing the business and Fred subsequently sold it in the late 1970's to local man John Rigby. Betty said that "*the business was always known locally as 'Slater's Garage' but in the years since my father sold it it has changed hands a number of times. 'SGL' came some time after my father sold it but stands as a permanent tribute to him. He turned a barren patch of wasteland into a still thriving successful business.*"

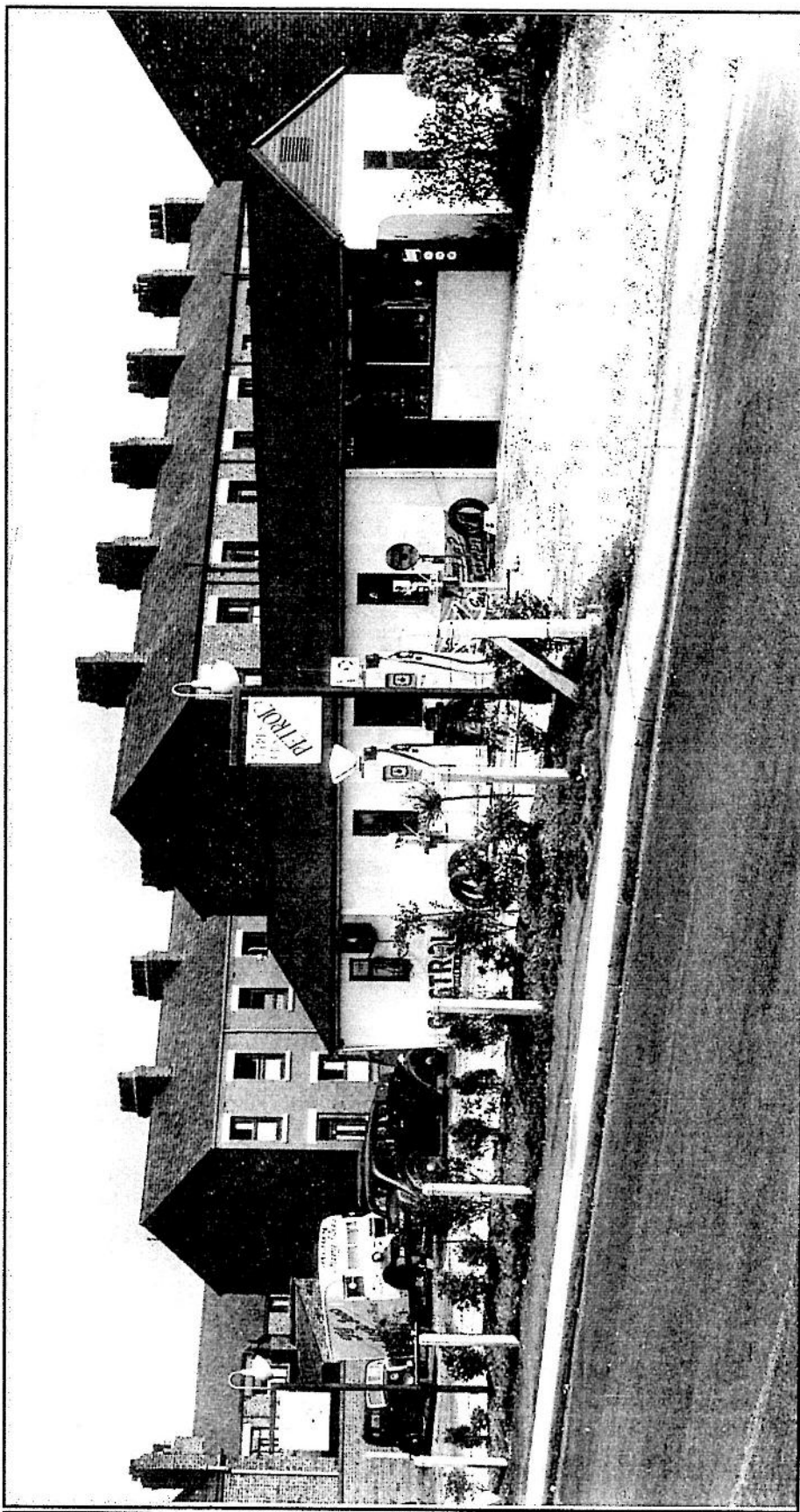
Although it has changed hands several times since Fred died in 1982, it says a lot for the reputation of the business that so many people still refer to it as 'SGL' even though it is now officially Perry's Vauxhall Garage. It was interesting to note that the Council's response to Fred's 1947 planning application was to refer to it as a "Temporary Garage"!



ROAD FACTS – DID YOU KNOW?

- 1865** The Locomotive Act (Red Flag Act) imposed a speed limit of 2 mph in cities, towns and villages, and 4 mph elsewhere. It was also necessary to have a pedestrian carrying a red flag in front of the vehicle at a distance of 60 yds. The vehicle was required to have three drivers aboard it.
- 1896** First speeding ticket was issued on 28th January. A Mr. Walter Arnold was fined one shilling (5p) for travelling at 8 mph in a 2 mph area.
Lights were also required along with some form of 'audible warning'.
- 1901** A Lloyd's underwriter issued the first motor insurance policy.
- 1902** The Motor Car Act 1903 required that all vehicles had to be registered, and to display registration marks in a prominent position. The fee was 20s (£1)
Driving licences were introduced – obtained by paying a fee of five shillings (25p) across the counter at the Post Office.
Windscreens were used in cars for the first time. These were made of ordinary glass and inflicted terrible injuries in accidents.
The speed limit was raised to 20 mph and heavy fines for speeding and reckless driving were introduced.
- 1909** Petrol Duty was introduced at 3d per gallon – bringing the total cost to 1s.9d. per gallon.
- 1914** Petrol pumps were introduced. Previously fuel was only available in cans.
- 1921** Car Tax (Road Fund Licence) was set at £1 per h.p. and tax discs were introduced.
- 1923** The first roundabouts were developed to assist traffic movements at junctions.
- 1931** Morris Minor cost £100 – a very basic model sold with no bumpers or bright work.
- 1935** Driving tests became compulsory on 1st June and the fee was 10 shillings.
Windscreen wipers were installed.
- 1936** Cat's Eyes were installed in the surface of British roads.
- 1937** Safety glass for windscreens and speedometers was made compulsory.
- 1939** Petrol rationing introduced – allowing about 200 miles of motoring per month for each motorist.
- 1948** Flat rate car tax was set at £10 per year.

JOAN LANGFORD



Slater's Service Station 1950 – later known as 'SGL'

HOW WELL DO YOU KNOW LEYLAND?

Part One; DATES

Dates are not to everyone's taste. You can either remember them or you can't. Some dates are more important than others in your life: birthday, and wedding anniversary. For those who have retired history may have consisted of learning dates (fortunately only the year) of battles, reigns of monarchs, acts of Parliament or inventions. We are surrounded by dates in Leyland, we only have to look on public buildings, churches and houses to find them. But do you know where they are if I gave you one of the most frequent dates to be found in Leyland—1897?

For the sake of this article dates are years that are found in several forms—carved, ceramic, embossed or in relief. They can all be seen from the highways or public rights of way. You do not have to encroach on people's property to see or read them. Two dates occur on the old Balshaw's School Hall but because of the height of the hedges on School Lane they are not visible. For obvious reasons gravestones and war memorials are not included though Church buildings are.

The fact that a building has a date stone does not necessarily mean that the building was built then. Some properties have utilised date stones from previous buildings on the same or other sites. Dates may also commemorate some important event that occurred locally or nationally. Some dates relate to renovations.

The dates are in chronological order and elsewhere in the Chronicle there is a list of dates and locations. The list is not definitive and is confined within the area bounded by Worden Park, Church Road, Wigan Road, Moss Lane, Golden Hill Lane, Longmeanygate, Schleswig Way, Slater Lane and Leyland Lane. As stated earlier some dates have more one siting. All are attached to buildings in the widest sense. Can you identify them without cheating?

Chronological List of Dates

1584	1985	1626	1628	1649	1686	1660	1790	1817	1827	1837
1849	1855	1861	1870	1871	1882	1883	1887	1889	1891	1892
1896	1897	1898	1899	1900	1901	1903	1904	1905	1907	1908
1909	1911	1913	1914	1915	1920	1923	1925	1927	1934	1938
1950	1951	1993	1995	1996	2000					

1584/5 Both set in the wall of Clough House property leading to Chestnut Court off Worden Lane. Not in original position as both came from the side of St Andrew's Church where they had lain for a number of years.

1626 Peacock Hall on Leyland Lane. With initials I S (I could also stand for J)

1628 Dunkirk Hall on Schleswig Way. With initials W S I

1649 Almshouses, between 106 & 108 Fox Lane

FOVNDLED AND ENDOWED
BY WILLIAM FARUNGTON OF WORDEN

1649
REMOVED AND REBUILT 1849

1660 Charnock Hall on Balcarres Road. I H S on top left hand and M R top right hand of stone. In the centre is the Charnock crest with R on one side and C on the other. The date is underneath

1686 Original Seven Stars public house on Slater Lane. With initials I I A

1790 Above entrance to South Ribble Museum and Exhibition Centre, Church Road. Much of inscription eroded but letters and date painted in white.

Gentleman of this Parifh and others in the Year
1790

1817(2) Above both north and south doorways of St Andrew's Parish Church.

1827 Set in the boundary wall of St Andrew's Church on Church Road between the Museum and the Archway. There was originally a doorway with steps leading to the cemetery.

1837 Fox Lane. Formerly St Andrew's Infant School but now First Footsteps Nursery School.

DOM
SIT GLORIA
NATIONAL SCHOOL
Erected by public
Contribution
1837

1849 Fox Lane Almhouses. See 1649

1855 Metal plate corner of 287 Leyland Lane opposite Dunkirk Lane

ALMA
COTTAGES
S & B W 1855

1861 Porch of Almshouse 96 Fox Lane BUILT 1861
RENOVATED 2000

1870 Almshouse 86 Fox Lane OSBALDESTON'S CHARITY
ALMSHOUSES
REBUILT 1870

1871 On door lintel in paint 18 NO 20 CHURCH ROAD 71

1882 Former Police Station, Golden Hill. Now Campbell's
POLICE STATION Also has crest underneath date.
1882

1883 Between 2 & 4 Stanley Street FERNBANK
1883

1887 On base of drinking fountain at Leyland Cross, Towngate
ERECTED IN COMMEMORATION
OF THE JUBILEE OF QUEEN VICTORIA

1897 Hough Lane between Johnson's the Cleaners and ex Wardle Travel.

WELLINGTON VIEW
ERECTED IN 1897
IN THE 60th YEAR OF
QUEEN VICTORIA'S REIGN

1898 Above 109 & 111 Towngate GARDEN TERRACE
1898

1898 Between 53 & 55 Moss Lane ACACIA VILLAS
1898

1898 (date eroded) Foundation stone St John's Church, Leyland Lane
FOR GOD AND ALL THE CHILDREN
THIS STONE WAS LAID BY
LORD BALCARRES M A
21 NOV. 1898
LEYLAND BALDWIN VICAR
JOHN STANNING JAMES MARSDEN CHURCH
PRURAIM PLATT RICHARD MARSDEN WARDENS
J A SEWARD ARCHITECT

1899 Between 49 & 51 Dunkirk Lane.
PROSPECT COTTAGE
R
R & E
1899

1900 Between 409 and 411 Leyland Lane - WESTVIEW
1900

1900 Towngate above Bill Nickson's bicycle shop. Note the first 0 is missing.

1901 Between 44 & 46 Dunkirk Lane. VICTORIA
COTTAGE
1901

1903 Above music shop on Chapel Brow.

1903 Between 12 & 14 School Lane
BEATRICE TERRACE
1903

1904 Between 312 & 314 Leyland Lane
LUXOR TERRACE
1904

1905 Above 114 Golden Hill Lane
GOLDEN HILL TERRACE 1905

1907 Above 49 Moss Lane WOODVILLE
1907

1934 Between 9 & 11 Leige Road

E A
M
1934

1938 Above Londis Store on Canberra Road

1950/1951 Metal plaque on gateway to Worden Park close to entrance near Lodge,
LEYLAND URBAN DISTRICT COUNCIL

WORDEN PARK

THIS PARK WAS PURCHASED BY THE COUNCIL IN NOVEMBER 1950
AND OFFICIALLY OPENED TO THE PUBLIC ON THE 18TH JUNE 1951
BY THE CHAIRMAN OF THE COUNCIL COUNCILLOR FRANK MARSDEN
AS PART OF THE FESTIVAL OF BRITAIN CELEBRATIONS

1993 On 192 Longmeanygate. Fisher Farm. Date of renovation

B
1993

1995 Extension to Midge Hall Methodist Church, side entrance. Fish symbol with date below.

1996 James Sumner plaque. See 1896.

1996 Above 89 Bow Lane. There are two italic capitals with the date beneath.

2000 At 96Fox Lane. See 1861.

2003 New flats on Leyland Lane on former site of Leyland Tiger.

ADDENDA

In the 49 issue of the Chronicle under 'Racing Driver Genius' mention was made of the sale of one of the Leyland Straight Eight's to Michael Collins. A recent holiday in Ireland unearthed further information about the ex director of intelligence for the IRA and the purchase of the car. I stayed at the Imperial Hotel in Cork and in the foyer was a photograph of Collins with a caption indicating that he had stayed in the hotel on the night before he was killed. My curiosity aroused I asked the night receptionist what room Collins had slept in. 'Room 105' was the instant reply. I then explained my interest and that Collins had purchased a Leyland Straight Eight. 'That's not true,' he said 'Collins went everywhere by bike.' It turned out that the receptionist's father had known Collins and in fact had been one of his bodyguards!

The fact remains that Collins was in a convoy when he was ambushed and killed. On consulting a number of biographies of Collins during my holiday I discovered no mention of the Straight Eight but there were photos of Collins with a bike.

What is the truth? Was it Irish propoganda to 'protect' the Michael Collins image by denying his possession of an expensive car? Has time distorted the reality?

E. ALMOND

1797 CLOCK AND WATCH TAX

Did you know that in 1797 William Pitt, the then English Prime Minister, introduced a tax on all the privately owned clocks and watches in Great Britain?

Watches are more than just utility and more than just art – they are an attractive mixture of both. Watches introduced in the sixteenth century were mechanically fairly crude, although often exemplary in their decoration, due to the immaturity of the technology of watch making. The novelty of being able to carry a moderately accurate ‘time-keeper’ was quite enough for a society, which previously had taken dawn and dusk as its two timely markers. Ownership then was, of course, the exclusive preserve of the rich.

By the early 1600’s watch making was established in Lancashire. A small community of religious settlers started the business in the south of the county and the horological ability and great inventiveness of those settlers was probably the reason the industry became so well established in the Prescot and Liverpool areas.

According to Susan Stuart in her book ‘Clock makers in North Lancashire and Westmorland 1680 – 1900’, there was a large industry in the north of the county, based around Lancaster, and she also lists 226 watch and clock makers in the Preston area during this period.

From the mid 1600’s the Lancashire industry formed close connections with watchmakers in London and simultaneously developed a wide range of specialist industries which supplied watches, clocks and precision tools of excellent design and manufacture and which enjoyed an international reputation for quality.

Working conditions for watch and clock makers were good. Workshops were heated and the tasks, although requiring much skill and practice, did not involve heavy work. The most dangerous specialist work was that of the gilder because this involved the use of mercury, often resulting in the loss of teeth and even madness. Good workers could expect to be paid in coin, not in goods or shopkeepers tokens as was common in other trades.

But in November 1797 Britain had a budget deficit of £22 million, and because of the Nation’s financial difficulties the Prime Minister was desperate to raise additional income – through new taxes. He decided that, as the watch and clock industry in this country was flourishing and so many people were purchasing these timepieces, he would introduce a tax of 2s.6d. per annum for all privately owned silver watches and clocks and 5s.0d. for gold ones.

Unfortunately this tax was a disaster as it had a devastating effect on the industry causing immense hardship in the trade and the ruin of many manufacturers. Clocks and watches were among the first luxuries that people would forego during hard times, and as the majority of people could not afford the tax they disposed of their existing clocks and watches. Many more cancelled orders for new ones. *(At this time most people’s wages were less than £1 per year.)*

The only people who were happy with the situation were the Tavern owners. They were happy because their clocks (which became known as Act of Parliament Clocks) brought many people (now without clocks and watches of their own) into the hostelrys, and thus increased their trade.

Numerous petitions were sent to the House of Commons Committee “*praying for the repeal of the Act, passed in the last session of Parliament (entitled An Act granting His Majesty certain Duties on Clocks and Watches) because of evidence taken on the reduced trade in watches caused by the imposition of an annual tax.*”

Since the Act came into force orders have greatly reduced. Many people are experiencing severe hardship and in Clerkenwell (London) 150 watchmakers have applied to the Parish for relief for themselves and their families.”

The loss of business and severe hardship caused to clockmakers forced William Pitt to repeal the Act just nine months after it was first introduced.

In the early 1800’s watch making was considered a good trade in which to have an apprenticeship. Most apprentices chosen were usually able to read and write and expected to serve seven years from the age of 13 or 14. For the first two years he would act as a general messenger, be expected to prepare the fire in the workshop and even perhaps help with domestic chores. The best masters provided a broad range of training which could encompass everything from casting and forging to turning and finishing.

In 1743, when he was 14 years old, my own 5 x great grandfather, Thomas Field, was apprenticed to a London watch maker. Having successfully completed his seven years apprenticeship he began work as a skilled craftsman and became a member of the Clockmakers Company.



Left - the dial of a long case clock made by Thomas Field in 1775.

The beautifully etched brass face included the months of the year and the number of days in each month.

Initially he had a business in London, and in 1766 he also took over a business in Bath. On 30th April 1767 Thomas placed the following notice in a newspaper

THOMAS FIELD AND COMPANY

"Clock and watch makers and Goldsmiths (of London) takes this method to acquaint the Public that the Clock and watch Business, both making and repairing, is carried on and executed with the utmost care in all its Branches at the most reasonable rates; Likewise a great variety of spring, chime, quarter and plain clocks; horizontal, repeating, chased and plain watches in gold, silver and metal"

Fortunately Thomas' business survived the 1797 'clock and watch' tax, and was continued well into the 1800's by two of his sons.

The workmanship in English made clocks and watches was recognised as the best in the world for many years, but in the last quarter of the nineteenth century the mass production of watches in the USA and the better organised cottage industries in Switzerland had a devastating effect on the Lancashire industry, which then contracted rapidly.

The 1831 census recorded 1,114 clock and watchmakers in Lancashire, and by 1851 that number had increased to 3,165. By the 1920's only a few of the Lancashire workshops were still in use and by 1965 they had all ceased working.

The only watch makers I have been able to find locally were John and Nicholas Alker who, in Slater's 1851 Directory of Preston and Districts were recorded 'in Leyland' but the 1851 census shows 23 years old John Alker living in Union Street Leyland. John and Nicholas were descendants of John Alker who established his family watch making business in Wigan in the late 1700's.

The earliest known watch made in Lancashire and still in existence was made by Thomas Aspinall and is dated 1607. He was Lancashire's first recorded watchmaker and his early watch is now one of the Prescott Museum's prized horological possessions.

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1851 Census

JOAN LANGFORD

PRIVATE PEWS

It is well known that in past centuries some of the pews in Leyland Parish Church were privately owned, perhaps the most notable being the Farington chapel. Prior to the Reformation this had been the chantry of St. Nicholas and contained a number of pews where the family and their servants would sit for Divine service, sheltered from the prying eyes of the rest of the congregation.

The ownership of such pews was jealously guarded and sometimes the subject of acrimony or even, in extreme cases, legal action between the landed families of the area. One such incident occurred between the Faringtons of Worden and the Crookes of Crooke Hall in Whittle - le - Woods in the 1760s, when Sir William Farington complained that his view was obstructed by modifications to the Crooke pew (1)

What may be less well known is the extent to which church pews could be bought, sold, rented and leased in exactly the same way as other items of real estate and, after 1832, were even a qualification to vote in parliamentary elections.

From 1543 until 1748, when it was purchased by Thomas Baldwin, the advowson or living of Leyland was vested in the Fleetwood family of Penwortham who, perhaps in connection with this, had their own pew in the church.

Henry Fleetwood died in 1746 leaving his estate in financial difficulties and a private Act of Parliament in 1748 gave his trustees powers to dispose of the estate. One of the trustees was a Walter Chetwynd of Warwickshire and one of his first duties, in advance of the 1748 Act, was to re - lease the pew in Leyland Parish Church. The lease is dated 1st August 1746 and is one of a series running until 1772, which illustrate the way in which pews were traded at this time (2).

The ninety-nine year lease was granted to William Whittle, a yeoman of Penwortham, the other lessees being his daughter Alice, aged 13 and his son Roger, aged 7. The "*consideration*", was four pounds and four shillings and the yearly rent was one shilling due at Christmas. The previous lessees are named as Richard Walworth and William Woodcock. The location is given as:-

"...all that Seat or Pew within the Chancel of the Parish Church of Leyland... on the South West corner thereof, being the first seat on the South side of the said chancel and adjoining the body of the church..."

Various conditions were attached, including the requirement to: - "*...keep the said seat or pew in sufficient repair and decent order...*"

In 1752 most of the Fleetwood estate was sold to James Barton of Ormskirk who in 1766 leased the same pew to: - "*Mr Thomas Addison of Leyland, Gentleman*" (This is almost certainly the same Thomas Addison who was responsible for the two famous 18th century maps of Leyland)

This lease was: - "...for the purposes of kneeling, sitting and standing to hear divine service and sermons..." and was only to take effect after the death of William Whittle. Barton was apparently raising money by re - leasing the pew in anticipation of Whittle's death, whilst retaining ownership of the "soil" for himself: -

"... reserved unto the said James Barton and his assigns, the soil or ground of, within and under the said pew or seat and free liberty of ingress, egress and regress to and for him and them to break up such ground or soil to inter or bury corpse therein"

- Whether or not such use was actually made has not been established.

In 1772 the pew was leased yet again by Barton, this time to Isaac Hamer Esq. of Leyland, possession being shared with Barbara and Harriet Hinton, spinsters.

Not only could pews be leased by their lay owners in the above manner, they could also be sold by the Church authorities as a means of raising money:-

Leyland, Nov. 25, 1817.

TERMS
AND
CONDITIONS OF SALE,
BY PUBLIC AUCTION,
AT THE HOUSE OF MR. WM. KELLETT, INNKEEPER,
In Leyland,
On **MONDAY** the 1st Day of **DECEMBER,**
AT TWO O'CLOCK IN THE AFTERNOON,
OF
A PEW,
IN THE
Parish Church of Leyland,
NUMBERED

1st.—THE highest Bidder to be the Purchaser, and if any Dispute arise between two or more Bidders, the Pew to be put up again, Mr. Longworth having the Liberty of bidding once at each Pew on Behalf of the Parish.

2nd.—Twenty per Centum upon the Purchase-money, and in Part thereof, shall be immediately paid to Mr. Edward Boardman, Churchwarden; and the Remainder of the Purchase-money to be paid on or before the second Day of March, 1818.

3rd.—Immediately on Payment of each Deposit, the Purchaser shall have Possession of said Pew, but in Case of Non-payment of the Remainder of the Purchase-money, at the Time appointed, the said Deposit shall be forfeited, and the Vendors shall be entitled to take Possession of and re-sell the said Pew; and the Purchaser, at this Sale, shall pay the Expences of such Re-sale, and any Loss occasioned thereby.

4th.—The Vendors and Purchaser, immediately after the Sale and Payment of the Deposit, shall enter into a Contract of Sale; and on Payment of the Remainder of the Purchase-money, the Vendors shall sign a Receipt for the whole Sum of the Purchase-

Fig 1

1817 Sale notice

The above sale notice ⁽³⁾ was published at the time of the rebuilding of the nave in 1817. The Mr Longworth who was to have the chance to bid on behalf of the parish was also the architect and this sale was presumably to help finance the rebuilding.

Two years earlier a gallery had been built in Longton Chapel and the following advertisement appeared in the local press: -

Longton Chapel. To be sold by auction at the house of Roger Wilding, Innkeeper, Longton on Friday 16th May instant [1815]. Fifteen pews in the new gallery of the said chapel, ten percent of the purchase money to be paid on the day of the sale and the remainder within two months, to the bank of Messrs. Clayton and Wilson. Sale begins at 6 o'clock in the evening. Abram Parker, Auctioneer.

A pew as an appurtenance to a piece of property could be used to enhance its appeal. A newspaper advertisement in 1828 for the sale of a freehold farm in Longton included the following :- “...together with two cottages... right of turbarry on Longton Moss and a share of a pew in Longton Chapel, as thereunto belonging the tenants.”

Prior to 1832, the county franchise in parliamentary elections was restricted to freeholders of land worth at least £2 (A different system operated in the boroughs). The Great Reform Act of 1832 greatly extended this to include certain classes of leaseholders and other tenants and subsequent Acts in 1867 and 1884 extended the vote still further. Accompanying these changes was the requirement for electoral registration in the form of printed registers listing those entitled to vote and their qualification. Perhaps surprisingly, certainly by modern standards, ownership of rents from church pews was a suitable qualification. ⁽⁴⁾

In a typical example from 1870 Peter Fox, who lived “near the church” of St. John’s in Whittle - le - Woods, was entitled to vote by virtue of owning “Freehold pew rents” in the parish church of St. John. No comparable entitlement for Leyland has been found, although there are similar records for Chorley, Bretherton, Mawdesley, Adlington and Charnock Richard.

Sometimes other holdings went hand in hand, as in the case of the Rev. Martin Twiss whose entitlement was based on “Freehold Tithe rent charge and pew rents” in St. Peter’s church Mawdesley.

Such trading in church pews can hardly be considered to represent accepted Christian values; indeed a biblical parallel may be drawn with the gospel account of the money changers in the temple. We may therefore well ask what the attitude of the clergy was to these goings on. It will come as no surprise to students of Leyland’s history that the Rev. Octavius de Leyland Baldwin, to give him his “Sunday name”, was less than enthusiastic. Commenting on the 1817 rebuilding of the nave he had the following to say ⁽⁵⁾: -

“A church rate, the sale of lead upon the roof of the nave, and the sale of pews among the quality in the congregation, appear to be the only three methods commending themselves to our ancestors when George III was King”

In a tribute to his brother and predecessor, Thomas Rigbye Baldwin, he notes: -

“His most difficult task was the freeing of the nave of the parish church from the choking system of pew rents and appropriations and it is a pity he has left no record of how it was done. It was done by patient waiting. As long ago as 1858 he had a list of persons legally entitled to a seat in the nave exclusive of those who occupied the free seats. All others entered the church upon sufferance or upon a payment of rent to the appropriators. A memorandum of my brother’s notes that the number of pews in the body of the church was 65 divided amongst 34 owners as follows:-

<i>Attached to properties out of the parish: -</i>	<i>32</i>
<i>Claimed by persons in the parish with dubious and worthless titles: -</i>	<i>24</i>
<i>Unknown: -</i>	<i>9</i>

The brothers were continuing a tradition set by their father Gardnor Baldwin (Vicar 1825 – 1852) who, in a scathing attack on the 1817 sale, noted in the Vestry minute book: -

“The above order illegal, the faculty gives no power of selling pews and the purchasers have no legal title... ”

It therefore appears that by the time of Leyland Baldwin’s incumbency (1891 - 1913) private pews in St Andrew’s had gone out of fashion. This may explain the absence of records in the Electoral Registers of the 1870’s and in fact these records suggest that the system was in general decline by this time.

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DEREK WILKINS

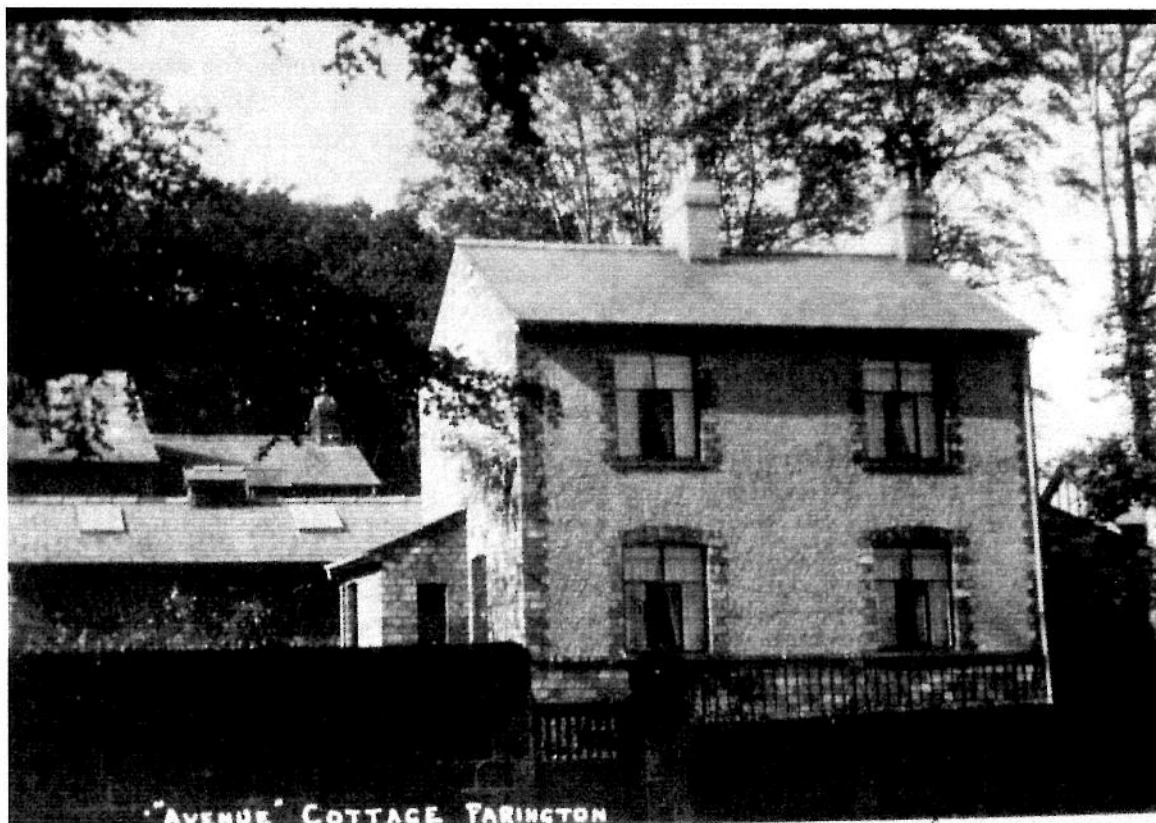
GONE BUT NOT FORGOTTEN

Yet another 'familiar' part of Farington 'scenery' has disappeared. In January 2005 the bulldozers moved into the site on the corner of Stanifield Lane and Centurion Way and made light work of demolishing Centurion Cottage and Holme Farm with its original outbuildings, and also the large barn containing the shippens and wash house.

Unfortunately these buildings had all been allowed to deteriorate to such an extent that they were beyond saving, but what of their past?

Centurion Cottage

James Todd's daughter told me that her father had the cottage built in 1921 to provide a home for one of the family's chauffeurs, Sutton. Walter Sutton and his disabled wife lived there for '*quite a long time*'.



*Above: The newly built (1921) Centurion Cottage – originally known as Avenue Cottage
The little chimney and roof of the building set back and to the left of the Cottage was
laundry-woman Mrs. Barnes' tiny cottage.*

This basic house comprised two main rooms on the ground floor, together with a small kitchen, and three bedrooms upstairs. At some later stage one of the bedrooms was, as in so many houses, adapted to become a bathroom.

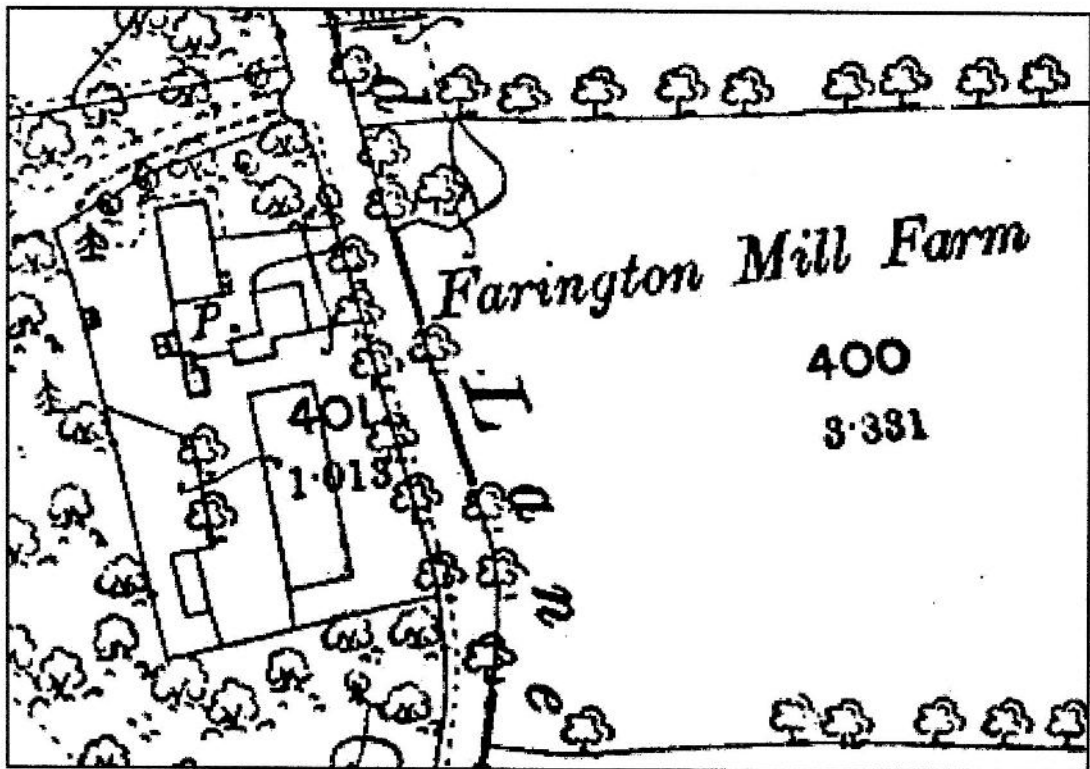
As an economy measure used in the building of many post World War I houses, the bricks on the exterior of the cottage were laid on their 'sides' rather than 'flat', which meant that it took fewer bricks to complete than a house with bricks laid in the traditional way. Another interesting feature was that the chimney was in the centre of the house – thus maximising any warmth from the chimney in rooms adjacent to it.

Holme Farm

The farmhouse, built in the 1840's, was probably intended for a family employed by William Bashall to manage his 'home farm' - for provisioning Farington Lodge, rather than to farm its limited acreage for profit.

The barn shown beside the farmhouse on the Ordnance Survey map of 1847 would almost certainly have combined the functions of hay-barn and shippon. The shippon was probably for a herd of fewer than ten cattle as by that time the greater part of the adjoining farmland shown on the Tithe Map of 1839 (*the 10 acre meadow called Great Stannyfield*) had become part of the grounds of Farington Lodge.

It would appear that the farm and its buildings remained in much the same form until some time after the deaths of William Bashall in 1871 and of his son John in 1873; however by the time of the 1893 Ordnance Survey a shippon/hay-barn/laundry building had been erected to the south of the farmhouse. It is very likely that the original barn to the north west of the house was remodelled at the same time as the new building was erected.



Part of the 1893 O.S. map showing 'Farington Mill Farm' with the farm house, the 'old barn' building and the new shippon building.

The new shippon, with its suite of patent cast-iron stalls for a herd of forty cattle, would seem to indicate that the tenant farmer had access to other extensive pastures in the vicinity, which was exactly the situation of the tenant farmers in the 20th century.

The laundry (at the northern end of the shippon) was obviously designed to serve the 'big house' rather than the farm. The characteristics of the interior of the structure of the original barn buildings seem to indicate that, with its agricultural functions transferred to the new barn building, two thirds of it was remodelled as a coach-house, and later a garage.

James Todd's daughters confirmed that, while they lived at Farington Lodge, this was indeed where their father's cars were garaged and serviced. The other small section of the old barn was made into a tiny cottage for Mrs. Barnes, the laundry woman.

A considerable amount of uncertainty surrounds the occupation and use of the farmhouse. It is not named in any of the trade directories, neither is it clearly identifiable in any 19th century census returns.

In 1841, 1851 and 1861 the census enumerators appear to have proceeded southwards down Stanfield Lane, recording Farington House, then Farington Lodge, followed by Farington Gate Lodge. In 1841 (when there were no other buildings in the vicinity along Stanfield Lane), between Farington Lodge and Farington Lodge Gate, the enumerator recorded 'Farington Villa', occupied by clergyman Henry Power and his family.

In 1851, between Farington House and Farington Lodge a 'Stanfield Lane House' appears, occupied by a schoolmaster, his schoolmistress wife, and their four children. The schoolmaster's house was probably the 'farm' house.

In 1861 however, in the equivalent position between Farington House and Farington Lodge there is an unnamed house, occupied by a 'coachman' and his family. The house may well have been what is now referred to as Holme Farm.

In the 1871 census (*when the enumerator proceeded from south to north*) there are three households between Farington Lodge and Farington House – an unnamed dwelling occupied by a 'coachman'; 'Farington Cottage' occupied by widow Martha Townley and her servant; and another unnamed house occupied by a 78 years old widow and five grand children. I suggest that the dwelling occupied by the 'coachman' was the (tiny) Lodge Gate House, and the dwelling occupied by the grandmother and her five grandchildren was the larger Holme Farm house. (Farington Cottage stood where St. Catherine's Church has now been established).

At the time of the 1881 census the Farington Lodge return is shown as '3 uninhabited houses'. The reason for this was that John McMinnies was at that time in the process of purchasing the Farington Lodge estate from Rev. William Bashall. The three properties shown as empty were Farington Lodge itself, the gate house and the farm house.

On the 1891 census return there is a single dwelling listed between Farington House and Farington Lodge, under the name 'Boggart House'. This was occupied by Isaac Jackson, age 26, 'Farmer Bailiff', and his wife, together with a lodger whose occupation was given as 'coachman groom'.

None of the occupants of the various houses in the immediate vicinity of Farington Lodge from 1841 to 1891 was a farmer; the conclusion is therefore that during this time Holme Farm was not in fact used as a farm house.

However, the 1893 Ordnance Survey map records the building as 'Farington Mill Farm', and one of the surviving Mill ledgers (*a mill receipt and payment book for the years 1897 - 1908*) clearly recorded income and outgoings from Farington Mill Farm account, including 'wages'.

The ledger shows that the tenant farmer was Thomas Gornall and a typical weekly income in 1900 was shown as:

14 th July	Skimmed milk	12s.9d	
	Eggs	3s.6d	
	Butter milk	0s.9d	
	Butter	£5.7s.6d	
	Milk	10s.1d	Total: £16.4s.7d

From the ledger entries it can be concluded that Farington Mill farm was mainly a dairy farm (milk, butter, etc.), but also with poultry (eggs), some pigs (bacon and pork) and also some sheep.

The census return for 1901 shows Farington Mill Farmhouse (recorded between the entries for Farington House and Farington Lodge) as occupied by farmer Thomas Gornall, his wife Alice and three servants (two farm workers and a domestic).

Entries for income and outgoings from the farm account cease in 1904, and this coincides with the date when the Farington Mill Company was taken over by Geo. & R. Dewhurst, and various parts of the former estate were sold off.

For most of the first half of the 20th century there is no doubt that 'Holme Farm' was a farmhouse, with the tenant farmers working lands between Farington Lodge estate and the Wigan to Preston railway line. This land was not always sufficient to provide an adequate living for a married man with a family, and several of the farmers also worked on other local farms in the daytime, tending their own animals and land in the evening and at weekends.

James Todd's daughter Damaris told me that while her family was living at Farington Lodge (1914 - 1935), the farmhouse was occupied by a farmer who was working for himself. This farmer was Joseph Lowcock, and he did not provision their home at all.

When Mrs. Todd sold her estate to Leyland Motors in 1935 the Lowcock's left and farmer Jim Dobson and his family moved into Holme Farm house.



Holme farm house 1st January 2000

It would seem that the internal structure of the farmhouse remained the same throughout the years, and Jim Dobson described it as it was when his family was living there –

“In the 1940’s the farm house had two reception rooms at the front of the house which led off the entrance hall. At the rear was a large living room with a ‘traditional’ old bungalow range fire/cooker. (In this room there was also a large beam, which ran the whole width of the rear of the house.) Off the right side of the living room was a large, walk-in, pantry complete with original thick stone slabs all round the walls. From the left end of the living room, and projecting out at the back of the main building, was the kitchen and beyond this room the old washhouse – which originally contained an old coal-stoked wash boiler built into the far end corner of the room. The toilet was in a separate building across the back yard.

Also off the entrance hall, under the stairs, was the access to an extensive, very solid, cellar – which provided the 1940’s family with a good safe place to take refuge during air raids. Upstairs there were four large bedrooms, one of which had been made into a (very large) bathroom”

JOAN LANGFORD

WHY WYMOTT? – A 16th CENTURY PUZZLE

Before the first prison opened at Ulnes Walton in 1979 I hadn't heard of the name Wymott. On being told that the prison took its name from Wymott Brook, which runs close by, I was prompted to find out more about this brook and the origin of its name.

The 25" O.S. map of 1892 shows the brook draining the reclaimed Leyland Moss, its source being immediately north of Longmeanygate, close to Fleetwood Hall Farm and eventually running into the Lostock near Croston after less than four miles. The Leyland Tithe Schedule of 1838 ⁽¹⁾ shows two fields adjacent to the brook, immediately south of Dunkirk Lane, named "*Wymot Field*" and "*Further Wymot*"

The recognised authority on Lancashire place names is Professor Eilert Ekwall ⁽²⁾ who suggests that the origin of Wymott is a combination of two elements: - "*Wi ...being identical with the obviously Celtic river name, Wye and "Mupa" being the Old English "mouth of a river" ... denoting it's confluence with the Lostock*"

I remember thinking that the second element didn't seem to ring quite true, given the size of the brook, but who was I to doubt the learned professor? – Maybe the brook had shrunk in the intervening centuries. In fact Ekwall himself seems less than convinced: - "*If we may assume such a small brook to have a British name...*"

Some time later other references to Wymott were found in documents in the Lancashire Record Office, not at first sight connected with this brook in Ulnes Walton. In 1721 William Rawstorne, Lord of the Manor of Hutton, leased to Richard Bamber a close "*being in Wymot within Hutton known by the name of Wymot Acre*" ⁽³⁾ The use of "*in Wymot*" suggests that it was the name of an area, rather than just a field or brook. There are several similar references in the Rawstorne Estate records of the 18th and 19th centuries and collectively they show this "*Wymot*" to have been an area of moss in the eastern part of Hutton. It was roughly triangular in shape, being bounded on the west by Pope Lane, on the south by Chain House Lane and on the north east by Mill Brook. The modern Penwortham Way approximately marks its north eastern boundary between the Chain House Lane traffic lights and the Nutter's Platt roundabout.

The Farington Tithe Schedule of 1839 ⁽¹⁾ shows two fields on the boundary of Farington and Hutton (along New Gate Lane) named "*West Wymot*" and "*East Wymot*", indicating that the area was not confined to Hutton.

Earlier references are found in 16th and 17th century documents arising from the many disputes of the time over the mosses. A map drawn around 1590 ⁽⁴⁾ to illustrate an earlier dispute of 1547 between Sir Henry Farington and William Forshaw of Penwortham shows a stream named "*The watter of winniotte*". The dispute was over peat diggings on Penwortham Moss and boundary descriptions in the associated pleadings ⁽⁵⁾ show this stream to be the modern day Mill Brook which forms the northern boundary of Hutton.

Another map of around 1605 (6), arising from another Farington dispute shows an area of moss extending from Penwortham in the north to Bretherton in the south, and eastwards to Farington and Leyland. (Fig 1)

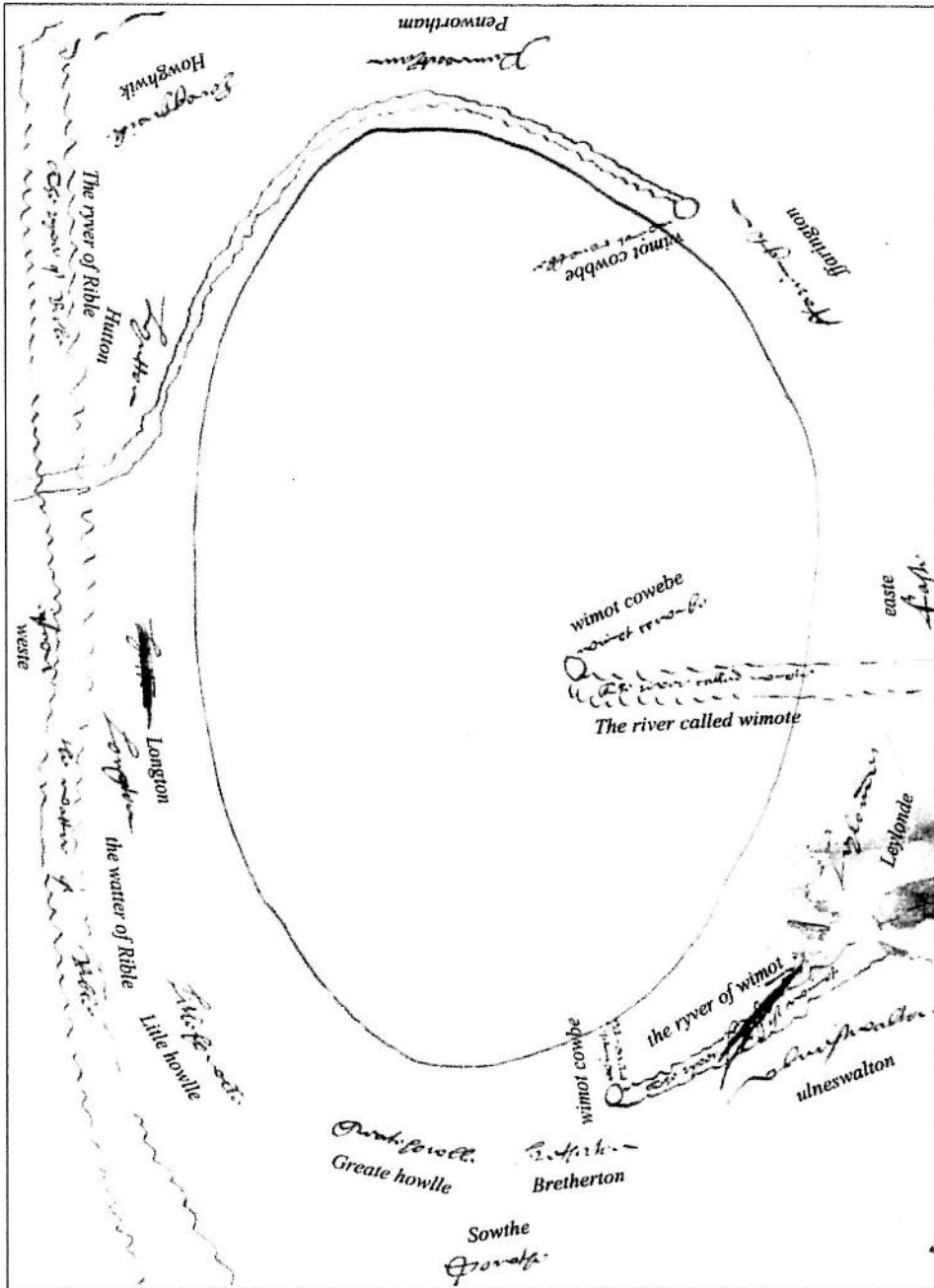


Fig 1

Based on LRO DDF543

("cowbe", "cowbbe" and "covebe", which appear to be stream sources, are probably scribal variants of "cob" used here in its archaic sense of "head" or "top" i.e. "wimot head." Note the three different spellings of the same word in one document)

Three streams are shown draining this moss, all associated with the name *wimot* or *wimote* ; one running into the Ribble - Mill Brook (which actually runs between Hutton and Howick but the error in the initial positioning of Hutton has the effect of it appearing to run between Longton and Hutton); another running east between Leyland and Farington - this must have joined the Lostock immediately east of what is now Croston Road, probably just to the north of Mill Lane ; and the third running north of east from Bretherton towards Leyland, also presumably into the Lostock to the east of Ulnes Walton Lane. Somewhat unexpectedly the present day Wymott Brook is not shown.

Still earlier references dating from the 13th century are found in the Charters of Cockersand Abbey (7) which owned most of the land in Hutton before the Dissolution:-

1212 - 1232. "...fourth part of the mill of Bradford and Wimode and of all the waters where a mill might be built within the bounds of Hutton...."

1212 - 1220. "...Hutton Mill belonging to Howick with the waters of Wimoth and Bradford...."

1236 - 1268 "... the waters of Wimode and Bradford wherever a mill might be built within the bounds of Hutton"

The name Wymott appears therefore to be connected with this area of moss and its associated streams and not "*the confluence with the Lostock*" of the present day brook as suggested by Ekwall. It is a little ironic that all the references quoted by him refer in fact to what is now Mill Brook and not to the present day Wymott Brook.

And there we could conveniently leave the matter were it not for a puzzle left by an anonymous 16th century mapmaker. The map in question (8) is one of the earliest known of this part of Lancashire, being drawn in 1570 in connection with yet another moss dispute involving the Farington family. It is shown, much reduced, in Fig 2 (the original is approximately 80cm x 60 cm). It is painted in vivid colours and shows a central area of moss named as "*the whit mosse*" or "*the whyt mosse*", "whit" being an archaic form of white, e.g. Whit Sunday.

It covers more or less the same area as the 1605 map and shows the same three apparent stream sources although here spelled "*wimot combe*". Only one of the streams is shown. Various structures including bridges, Penwortham Church, Middleforth windmill and a water mill are also shown. So could this "*whit mosse*" shed light on the origin of the name "Wymott" and why should both "*wimot*" and "*whit mosse*" appear on the same map?

It is clear from the documents accompanying the map that there was uncertainty over boundaries on the part of the commissioners responsible for producing it. The commission was issued from the Palace of Westminster by the court of the Duchy of Lancaster following a complaint by John Fleetwood against Henry Farington and Richard Forrest over "*meres and boundes*" of the manors of Penwortham, Howick and Hutton.

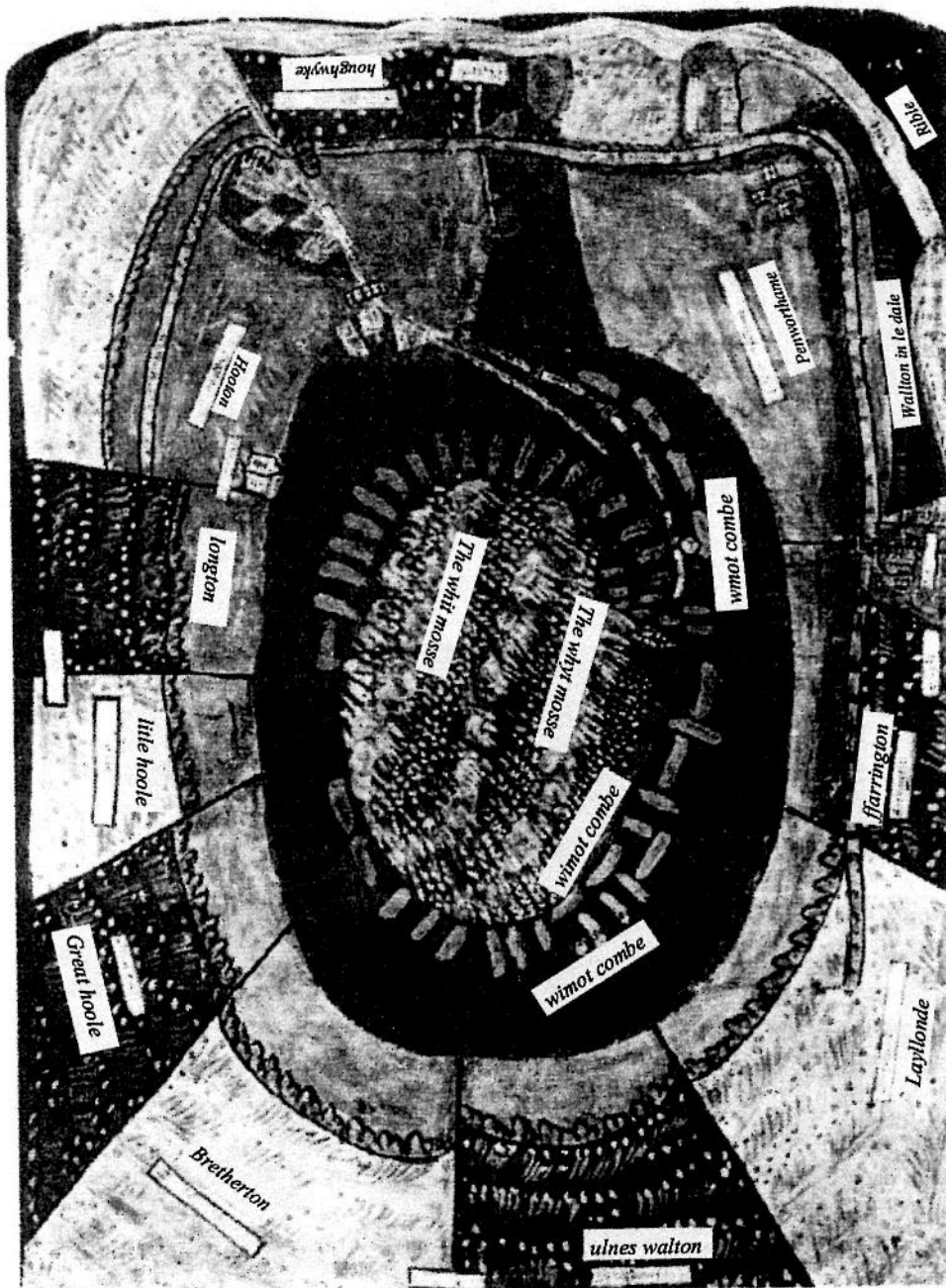


Fig 2 Adapted from *The National Archives Ref MPC 1/63*

The commissioners were ordered by the court: - "to repair your selves to the said manors ...and there thoroughlie to enquire and viewe the Anncyent meares and bounds of the said Mannors."

In their certificate the commissioners confirmed that they had attempted to comply with this order:- " We...have enquired & vyewede so much as we colde of the meires & bounds of the said mano[r]s, and cheiflye of the meires & bounds of certeyne commons of pasture mosse & turbarythe meires & bounds whereof resteth, to us were douteful. ...have made a platte of the same and have sett forthe therein the said Comon and mosse so neare as by which means we possibly coude..."

In attempting to resolve their uncertainty over boundaries the commissioners presumably relied on a significant amount of local input, much of it probably oral. Could this explain the use of both “*whit moss*” and “*wimot*”? Could the locals have known the moss as “the white moss” and was this perhaps a contraction of “wimot moss”, or had “*wimot*” itself arisen from an earlier misspelling of “white moss”? - a not dissimilar misspelling of “Chat Moss” in South Lancashire, as “Channosse” is found on a 1645 Blaeu map – evidently resulting from the misreading of a single minim.⁽⁹⁾

Although it may just be possible that Wymott in one of its early forms was a misspelling of “White Moss”, this would need to have occurred very early given that the former are found from at least 1212. No independent evidence, one way or the other, has been found outside this “16th century puzzle”– but, somewhat tantalisingly, there is still a “White Moss” in Skelmersdale and of course adjacent to the Hutton portion of moss area known in the past as Wymott is “Whitestake”.

And finally: -



Present day Mill Brook

Howick

Hutton

Highway to Preston

Fig 3 Detail (approx. full size) from 1570 map. Showing water mill on boundary of Howick and Hutton.

Mention was made at the beginning of this article of the possibility that the present day Wymott Brook may have shrunk. The detail above suggests that this could well be the case and that streams draining the moss were much more substantial in earlier times. A mill race has been diverted from what is now Mill Brook and is shown striking the paddles of a water mill, presumably with considerable force. Although not apparent on this map the mill was actually fed from dams situated upstream. They are clearly seen, together with the mill race, on Yates’ famous map of 1786 and there are early references to them in the Cockersand records. Nevertheless it is hard to see how the present day brook could power a mill, even with dams.

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- (7) *Cockersand Cartulary*, Chetham Soc. 7 vols.
- (8) The National Archives (formerly PRO) Ref MPC 1/63.
(A full size, black and white copy of this map can be seen in Leyland Library)
- (9) Bagley J. J. and Hodgkiss A. G. *"Lancashire: A history of the County Palatine in Early Maps"* (1985).

ACKNOWLEDGEMENTS

The kind permission of the County Archivist for the reproduction of Fig 1 and that of The National Archives for the reproduction of Figs 2 and 3 is greatly appreciated.

The idea for Fig 1 came from a similar treatment of DDF 543 by Dr Alan Crosby in his book *"Hutton – A millennium history"*. (Carnegie 2000). His transcriptions were invaluable in correcting my mistakes.

DEREK WILKINS



SOME EARLY 20TH CENTURY HOUSEHOLD TIPS

To cure a hiccough: A magic cure is a piece of sugar dipped in vinegar.

A new clothes line should be boiled before being used. This prevents it from stretching, and makes it last longer.

To prevent rust marks on bed slips. Brush over spring bed mattress with a thin coating of varnish one fine morning: allow it 12 hours to harden, and it will never get the chance to rust and make ugly marks on white bed-slips.

Tea leaves. Save all your tea-leaves for a few days, then put them in a pail for half an hour, to which has been added a pint of hot water. Strain through a sieve, and use the liquor to clean varnished wood. It requires little elbow polish. The tea cleanses the paint from all impurities and makes it look like new.

A soft broom. When the carpet-whisk begins to wear soft and ragged at the ends, don't throw it away as useless. Cut off an inch or two at the foot with a pair of scissors, wash the brush, first in soda-water and then in cold, dry quickly, and you will find that it is quite stiff and firm again.

Shoe cleaning. Rub patent leather shoes once a month with a cloth moistened with just a little sweet oil. Leave the oil on for a few minutes, then rub well with a soft duster.

Clean brown leather by rubbing with the inside of a banana skin. It does just as well as polish.

Washing up. Buy a penny mop with which to wash up if you are doing your own work. It does save one's hands tremendously.

Rub greasy plates and dishes with newspaper before washing them. The washing isn't half as unpleasant as it otherwise would be.

Old stockings. Don't throw away any old stockings you have finished with. Unravel the best parts, and use the wool for darning. This is better than using new wool, as it has been well shrunk and toughened.

Bringing home the bread. Make a Holland bag in which to fetch your bread from the baker's, if you are one of those people who are trying to save labour by carrying home all your own provisions. It's so much nicer than bringing the bread home uncovered.

Cleaning your brasses. A rub with paraffin generally does the trick well.

JOAN LANGFORD

LEYLAND REMEMBERED

Two events at the beginning of 2005 had poignant memories for myself. The first was the publication of the Godfrey Old Ordnance Survey Map for Leyland for the 1909 survey. The original edition is dated 1911 which was the year my mother, Martha Jolly, moved to Leyland from Walton as a child of five to live at 24 Water Street (later 117 Towngate) in what became known to old Leylanders as Mrs Jolly's Corner. The shop was demolished in 1958.

The map shows Leyland virtually as it was when she came to live in Leyland. What is significant for me is that my grandparents are both shown in the extract from Kelly's Directory of 1924. The entries read:

Jolly Mary (Mrs) shopkpr, 24 Water st

Jolly Walter, cycle repr. 24 Water st

Reading through the list of Private Residents and Commercial some of the names were familiar and I could remember some of them from when I lived in Towngate as a child.

The Leyland my mother knew as a child is much altered and there are three buildings in particular which have special memories but which have since disappeared in the march of time and 'progress.'

They disappeared after my mother's early death in 1946.

The first is St Mary's RC Church in what was Towngate, but is now Worden Lane. She attended the church as a child and adult. She made her first Communion, was confirmed and married there. She witnessed the building of the porch (all that remains of the church now) and the opening of the cemetery. The Church closed in 1964 with the building of the new Church on Broadfield Walk.

Broadfield Walk was the original Cow Lane and was, in the 1920's, the home of the Bleach Works (John Stanning's and Sons) where Martha started her first job in the dyeing department on leaving school aged 14. The Bleach Works site has also disappeared; part being taken up by St Mary's Church. She walked there from home along the footpath that ran from St Andrew's Terrace along the line of the modern day Westgate. The last remnant of this footpath can still be seen at the junction of Westgate and Broadfield Drive. Then there were hedges that separated the path from the open fields which lay behind the old St Mary's school.

The demolition of this school building, which took place in March (2005) is the second event referred to in the opening paragraph. Martha attended the all age school as an infant to a senior of 14. She had previously attended, for a short period, Manybrooks School at Higher Walton.

Even though there were fields behind the school they were not able to be used by the children for games so any sporting activity not carried out in the school playground had to take place on a field between Sandy Lane and the railway line. A close perusal of the 1909 map shows that this was reached via South View Terrace and crossing a field that came out onto Sandy Lane by Prospect House. (This latter part is now known as The Ginnell.) Sandy Lane was crossed and the next field entered over a stile and the footpath taken to the point where a cutting had been made for what was to be come Balcarres Road.

The map also shows the wooden building along Golden Hill Lane which became Jolly's Garage and where my mother worked for her father during the war years. My brother, Leonard and I were allowed to attend the Nursery close by on Golden Hill Lane. The garage became the headquarters of Leyland Motors Motorcycling Club in the 1930's.

The footpaths from St Andrew's churchyard through the Mayfield and out onto Back Lane were regularly used by my mother's family on Sunday afternoon walks during the summer months. In winter the route would take them up New Road (Worden Lane) to Back Lane (Langdale Road) and out onto Wigan Road opposite Rose Whittle's Farm (long since gone).

The map shows a pond on Worden Park, which has now disappeared. This can be identified as parcel 229 (with an area of 0.217 acres). Relatives did not remember it and in fact a number of old Leylanders who I have asked could not recall it either. As a child I distinctly remember the bull rushes that grew by its side. As a child my mother would walk through the park on special occasions.

Old maps are useful guides to the past but are only a snapshot of the time of the survey as new development engulfs open fields and takes the place of older buildings

E. ALMOND.



Leyland Historical Society

Programme 2005 –2006

Meetings held at Prospect House, Sandy Lane, Leyland. At 7.30pm

2005

Monday 5th September
“A Roman Legionary in Lancashire”
Derek Forrest

Monday 3rd October
“Wheel of Fortune”
Micron Theatre Company

Monday 7th November
“Leyland in Photographs”
Society Members

Monday 5th December
“Reading the Landscape”:
The Work of English Heritage’s
Archaeological Investigation Team
Abby Hunt

2006

Monday 2nd January
“DIY: The Early Years”
George Howard

2006

Monday 6th February
TBA
David Hunt

Monday 6th March
“Living in Rufford Old Hall”
David Brazendale

Monday 3rd April
“A Whistle, a Truncheon and
a Pair of Boots”
Bill Johnstone

Monday 1st May
TRIP TO YORK

Monday 5th June
TBA

Monday 3rd July
AGM & “Stranger than Fiction”
Peter Watson

