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Leighton Clunville

The Journal of
THE LEYLAND HISTORICAL SOCIETY



LEYLAND HISTORICAL SOCIETY.

(Founded 1968)

REGISTERED CHARITY NO. 1024919

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

MEETINGS.

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

AT

PROSPECT HOUSE, SANDY LANE, LEYLAND.

SUBSCRIPTIONS

Vice Presidents	£7.00 per annum
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THE HISTORIC SOCIETY OF LANCASHIRE AND CHESHIRE
and
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EDITORIAL

When I joined the Historical Society, not long ago, I little thought that, somehow, I would be manipulated into agreeing to edit this publication. I approached the task with some trepidation. I do not consider myself a dedicated historian of the calibre of many members of the society, but I have been fascinated to read the many articles, on such a wide range of subjects, which have been submitted for publication in the Chronicle.

I thought I might have difficulty in persuading members to contribute material for the Chronicle but I was mistaken. There has been a steady flow of composition on many and varied topics. Some of these have involved a vast amount of study and research; some draw on personal experience. Others are lighthearted but designed to make us think. I am deeply indebted to everyone who has contributed to the success (I hope) of the Chronicle. It is gratifying to see that there are so many people who are dedicated to studying, researching and recording historical detail which, while being of considerable interest to the readers of today, might otherwise be lost to the historians of tomorrow.

This is not to discourage members from writing articles for next year's edition, rather to encourage others to put pen to paper (or fingers to keyboards!), in order that we may have an even larger selection of interesting topics to read about. Who knows, we may even be able to run to two issues in years to come!

I hope a large number of people will take up Mr. Arthur Jones on his challenge to research names and raise large sums of money for the society. Thankyou Arthur!

I would like to thank everyone who has contributed material for inclusion in this edition especially those who, like me, are new to the experience, those who have submitted not one, but two articles for publication, all the members of the committee and especially Mr. Bill Waring, the former editor, for all the help and advice I have been given.

Of the society itself, I must say that I have learnt a lot, laughed a lot, travelled to many interesting places, made many good friends and enjoyed myself immensely. Much to my surprise, I have also very much enjoyed working on this edition of "*The Lailand Chronicle*" and hope that everyone who reads it will find something of interest, learn something and perhaps be inspired to write something themselves for next year's publication.

MARY FOWLER.

NOTE:

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

SOCIETY AFFAIRS

The programme of lectures for this year has again included many varied subjects. Dr. Crosby described Fact and Fiction in Local History and Cliff Astin took us round the Spa Towns of the North. Benita Moore helped us revive the Lancashire dialect and in June, Mr Cunliffe acquainted us with the history of Methodism in Lancashire.

Our most successful speakers, however, were Mr. Timbrell and his "*Herbs and the History of Medicine*"; he is a real character now lost to the South, Ken Hodgkinson with "*Euxton, Then and Now - part one*" (Part two is to follow next year), and the surprise lecturer for May, Mr. Barton with "*Variety is the Spice of Life*".

Probably the most successful evening of the year was the Mikron Theatre's visit for the November meeting when they gave a rousing performance of "*Manchester Super Mare*", the story of the Manchester Ship Canal. The number of visitors that evening made sure that, for a reduced price, the event broke even. At pub venues the usual price is £5 or £6. We booked Mikron again for the November meeting, when they performed "*Beer Street*", the story of public houses, brewing and brewers.

The innovation for the last society year has been the rail trips, starting with our visit to Manchester and the walk along the Rochdale canal. It is a little known fact that, while Samir met his end at Tunnel Lock No 91, Diedre was going to throw herself into the canal, when Ray Langton left her, at Dukes Lock No.92. So much for a change in time!

Our trips since then have taken us to Wigan, Blackburn, Blackpool & Fleetwood, and Lancaster, Buxton, Chester for the National Waterways Festival, Burnley and Ormskirk with assistance from the local history librarians and museum staff along the way. The trip to Lancaster was especially enjoyable with the detailed descriptions of the paintings and furniture in the Judges Lodgings Museum given by our friend, Stephen Sartin.

Last years edition of the chronicle was produced with an editorial committee, though we now have a new editor in Mrs Mary Fowler, who also has access to a computer (they are taking over).

We made our annual outing to Alston Hall where, after a good meal, we were entertained by Cliff Astin. He gave us, "*A Lancastrian Looks At Cheshire.*", which showed many unknown views of Cheshire but, unfortunately, only three canals. Our next trip to Alston Hall is booked for Sunday 24th March, when John Shaw will inform and entertain us with a talk entitled, "*On Foot in Northern Britain.*" We shall be welcome to arrive from 5.45pm. for dinner which will be served at 6.30. The cost for this most enjoyable evening will be £10.50. I suggest you book your place as soon as possible.

We have continued our watching brief on the planning applications front, thanks to Elizabeth. With the recent meetings culminating in the Southern Towngate protest meeting at the end of April, we have made sure that the Society keeps in touch with the conservation area.

The exhibition this year had the basis of "*Leyland in the Second World War.*", with displays on Leyland Motors, the Home Guard, Those Who Died In The War, Fund Raising, The businesses during the War and other displays.

The craft tent at the Leyland Festival was again popular. There were many queries from the members of the public, with details of the deceased and the pictures of the Home Guard being the most popular.

The competition this year featured the Luftwaffe picture and was almost correctly dated by Marc Green, who came second last year. The correct date was 29th August 1940.

The main sales item at the Festival however, was the book which started last year as the exhibition. Since then it has been expanded and printed, to become, "*The Festival Route through Leyland's History*", now available to members at £2.50, but on sale at bookshops for £3.50 (the end of the commercial break). The profits from the book are going towards funding further books, two of which are currently "in progress".

The new season has started with interesting talks from Mr.Lewis on "*Coin Hoards in the North West*", Mr Blakeman on "*The Civil War in Wigan*" and Mikron Theatre with their wonderful performance of "*Beer Street*".

PETER HOUGHTON - CHAIRMAN.

LECTURE ON THE FINE ARTS AT LEYLAND

"Chorley Guardian and Leyland Advertiser" 6th March 1880.

A lecture on this subject was given on Monday evening last, in the Leyland Congregational Schoolroom, by S.Le Resche Esq. The lecturer treated upon painting, music and poetry. The former was illustrated by numerous original drawings and blackboard diagrams. The different stages of art in music were illustrated, both vocally and instrumentally, by the lecturer himself, Mr.Henry Moss, and the church choir. The remarks of the lecturer on the different art stages of poetry were well chosen and clearly expressed, and were brought home to the audience by readings from standard authors. The audience was fairly numerous and of a highly appreciative character. Mr.David Grant kindly presided. — At the conclusion of the lecture a vote of thanks was cordially given to Mr.Le Resche, the proposer being Mr.Elliott and the seconder Mr.Lomax.

"In a Mannex directory of Leyland, 1881, we find the entry, _Simon Le Resche, Artist, Heald House' At this time Heald House was a girls' School run by the sisters Louisa and Martha Mary Bayles. Just what Simon Le Resche's connection was with the school is unclear."

IT'S NOTHING TO DO WITH APPLES

Introduction

Any intensive search of a significant archive occasionally throws up a place or personal name which arouses interest and invites the searcher to pursue such name more vigorously than the context really demands.

The present writer and his co-worker have spent very many hours working on the muniments of the Faringtons of Worden and those of the associated Huddleston family. One document in this series is the detailed survey and rental of 1570 (Ref.,1) listing the tenants in Leyland of Sir Edmund Huddleston and Dorothy his wife, apportioning these properties according to the way they had come into the possession of the Huddlestons, either by inheritance or by purchase. This division is an important story in its own right but need not concern us here.

Extract from the 1570 Survey.

"John Sumner de Pepinstreete- vi Acre di., (i.e., 6½ acres) of thinheritance (sic)-xvii s. vi d. (17 shillings and sixpence)"

"Robert Worden (de Pepinstreete)- xiii (i.e., 13) acres of thinheritance - xxviii s. vid. (28 shillings and sixpence)"

These amounts represent annual rentals. The use of location references was to distinguish the tenants from others in Leyland with identical forenames and surnames; this practice is of great help to later researchers. The place name "Pepinstreete" had never been recorded previously and has never been seen on any old or modern maps, plans or other documentation of the locality. This fact warranted further investigation, but remarkably, only one other reference of a similar nature was found. However this second reference was highly significant.

Extract from a 1664 Sale Document.

By deed in lease and release form dated 11/12 February 1663/4,(Ref.,2) William Farington of Worden purchased, for £108, a parcel of land from Henry Heald. This was at a time when the Farington lands were in an expansionist phase. It was described as follows:-

"two closes of land called Cockerham Hey and Further Ould Field adjoining to the demesne lands of the said William Farington, five acres half an acre and 31 falls lying in a certain place anciently (my underlines) called Pippins Streete in Leyland aforesaid in the occupation of Henry and Thurstan Heald."

Discussion.

The phraseology in the 1664 deed is curious — "a certain place anciently called Pippins Streete". Such definition is not really necessary as the two fields are defined clearly by name. The phrase has been put in almost as if it were worthy of special mention, but it is not possible to say now what was considered as ancient in 1664.

The interval of some 100 years between the two documents shows how place names can change, but the author considers the earlier name to be likely to be truer to the original, whatever that was. The 1664 name "Pippins" seems to suggest the possessive case and negates any idea that pippins (apples) are involved in the name (in any event an unlikely connotation), thus inferring that an earlier name could have been "Pepin's Streete" (later Pepinstreete).

Street (O.E. Stræt) occurs in many place names and usually indicates the earlier presence of a Roman or at least Medieval road. In the context of the location being discussed there is the potential for either or both of these possibilities. It can be shown (see Appendix A) that the 1570 and 1664 documents refer to pieces of land immediately adjacent to one another, both in the later Manor of Worden, the Eastern edges of both properties lie on what was known as "the Bounds of Worden" (i.e. the Western boundary of the ancient pre-expansion manor). Both are near the North-South Roman and Medieval roads, the precursors of the modern A49 trunk road. Another intriguing fact occurs, the significance of which is unknown, in that abutting on to the Eastern edge of both properties there are two small fields referred to as "Kings Croft" and "Old Kings Croft" respectively.

It might be tempting to think that the line of field boundaries identified as "the Bounds of Worden" (a name traced back to at least c.1220) could be equated with the "ancient Pepinstreete" but such a hypothesis has its risks. At least as good a case may be made for "Pepinstreete" (if it is a linear feature) to lie East-West along the common boundary between fields A and B. This would orient it in the general direction of Pippin Street at Brindle, shortly to be mentioned.

Although the name Pippin Street does not seem to be found commonly on a national basis, there are two other examples locally. In Burscough near Ormskirk the name occurs as a field and road name and in nearby Brindle it occurs as a hamlet and road name. It is difficult, but not impossible, to see any connection between the three examples of the name.

It would be very interesting if the personal name "Pepin" is truly involved, as this name occurs more frequently before the Norman Conquest than after, indeed it was borne by members of the royal family of the Frankish kingdoms in Europe and English bishops and archbishops of the 8th century.

Conclusions.

Pepinstreete or Pippins Street, a name dating back to at least 1570, but now lost, has been identified in the Manor of Worden (now incorporated into Leyland). It has been demonstrated that the two instances of the name, in 1570 and 1664, are adjacent and lie on the ancient boundary of the Manor of Worden, itself a matter of historical importance.

The inclusion of the word "street" in the place name cannot be ignored, especially as the location is very near to the medieval road from London to the North and to the putative line of the Roman road from Warrington to Walton-le-Dale.

The context of one of the references suggests that the name is of considerable antiquity, but its origin and significance can at present only remain a matter of speculation.

Acknowledgements

Thanks are expressed to the staff of the Lancashire Record Office for producing so many documents over a very long period. The writer is grateful for his past interest in this project, to W.E. (Bill) Waring, who nearly lost his cap on a safari to the site of Pepinstreete.

References

- 1) LRO. Farington of Worden Muniments DDF 112.
- 2) LRO. Ibid., DDF 2170 (a) and (b)

G.L.BOLTON.

Appendix A.

The accompanying sketch, based on a definitive survey of the lands of the Faringtons in 1725, indicates the location of the properties under discussion. The Farington muniments contain many surveys, rentals and some plans of their holdings over a significantly long period. By judicious use of names of tenants, areas of holdings and rental amounts, it is perfectly feasible to trace the changes occurring in the tenancy of a particular piece of land.

By the method just outlined it has been possible, with a good degree of reliability, to determine the exact location of the 1570 and 1664 references to the "Pepinstreete" lands. The exact procedure used is not detailed here, as it is thought that it would make tedious reading, but has been preserved for reference.

To summarise the results, the fields marked on the sketch have been identified as follows:-

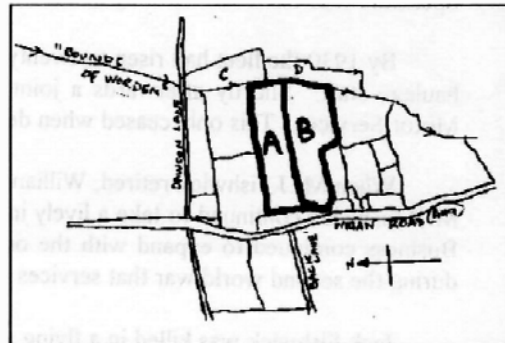
A--the 6½ acres rented in 1570 by John Sumner "de Pepinstreete"

B--consists of 5 acres of the 13 acres rented in 1570 by Robert Worden "de Pepinstreete" (the remainder of the 13 acres lie

immediately to the South and for simplicity are not shown) However, field B has been shown conclusively to be the parcel of land at "Pippins Streete" sold by Henry Heald in 1664.

C-- identified as "Old Kings Croft"

D-- identified as "Kings Croft"



JOHN FISHWICK & SONS

J.Fishwick and Sons was founded by John Fishwick in 1907 as a road haulage company. The first vehicle was a steam wagon made by the then East Lancashire Steam Motor Company, which later became Leyland Motors. This first vehicle was used mainly for hauling rubber from the local works to Liverpool and sometimes Manchester. It attained a speed of eight miles an hour, reducing to five miles an hour when fitted with a trailer.

Three years later a second wagon was obtained. This was also used for general haulage, but on Saturdays it was converted to a thirty six seater charabang. It travelled between Leyland and Preston at a single fare of six pence for the eight mile journey.

In 1914, a new thirty seater wagon/charabang, with a collapsible hood, arrived. Later that year, a third vehicle arrived - only to be requisitioned by the army at the outbreak of war.

By this time, Mr.J.Fishwick was helped by two of his sons, William and Bernard. During the next six years little changed, apart from the addition of two War Office subsidy vehicles to the haulage fleet.

In 1920 Fishwick's bought their first genuine twenty seater omnibus. With this the company added Chorley to their schedule, and started running regular daily services with their three available vehicles.

Another 'bus was added during the five years before 1925, when the size of the Fishwick Company increased considerably with their taking over of several smaller operators who had been working in the area.

By 1930 the fleet had risen to twenty with around sixty public transport and road haulage staff. Shortly afterwards a joint service agreement was set up with Ribble Motor Services. This only ceased when deregulation came in in 1986.

When Mr.J.Fishwick retired, William, Bernard and Jack set up a partnership, but Mr.J.Fishwick continued to take a lively interest in the business until his death in 1934. Business continued to expand with the onus on the stage carriage side. It was only during the second world war that services (apart from peak times) had to be cut back.

Jack Fishwick was killed in a flying accident during the war and after the war the three remaining brothers concentrated on rebuilding the fleet and increasing business. The first of three new garages was also built at this time.

The road haulage side of the business did not expand at the same rate as the stage carriage side and in 1952 the remaining ten lorries were sold to J.Canning and Sons Ltd., of Leyland. The new office block was also built in that year.

Fishwicks then concentrated on developing their stage carriage, works and school services.

By the end of the fifties the fleet consisted of over thirty vehicles, evenly split between 58 seat double deckers and 44 seat single deckers. They were all Leylands with M.C.W. bodies.

In 1962 a local body builders, W.&H.Fowler was bought. They were used for the repair of Fishwick's 'buses and in the early '70s made 'bus bodies. In the mid '80s the repair work was transferred to Golden Hill Garage and the premises were sold. Also in 1962 Mr.W.Fishwick's grandson, J.C.Brindle joined the company.

In 1963 Singleton's Coaches was acquired and Fishwicks went into Private Hire, Excursions and Tours. The following year a new coach garage and travel agency were built.

In 1968 Fishwicks moved from their Preston depot at Fox Street to the new central 'bus station. The Fishwick's premises in Fox Street were later sold to the Post Office.

In 1973 Mr.B.Fishwick's grandson J.F.Hustler joined the company.

In 1979, after a gradual changeover, Fishwick's was now completely "one-man" operation.

In 1982 the Public Limited Company was formed. Also in that year, Mr.B.Fishwick's other grandson, M.Cassam, joined the company.

Just after deregulation in 1986, three mini-bus services were introduced. These local services were operated by Freight Rover mini-buses. In 1987 they were replaced by Mercedes Benz. They were the first non-Leyland 'buses in the Fishwick fleet.

Today the thirty three single and double deck 'buses are all Leylands apart from two mark1 Leyland Nationals (D.A.F. engine conversions) and two Bristol double deck 'buses. The eight mini-buses are all Mercedes Benz and the coach fleet consists of eight Volvos, one DAF, one Mercedes Benz and one MANN EOS.

J.Fishwick & Sons operate over 1,500,000 Kilometres of stage carriage services per year and the coach fleet operates over 1,200,000 K. in this country and abroad. The company employs eighty staff, it is still a family concern and is run by J.C.Brindle and J.F.Hustler, great-grandsons of the firm's founder, John Fishwick.

Thanks to

MR.A.ROBINSON for obtaining the above information from MR.HUSTLER.

STORIES IN STONE

A Tale of Tower and Torteaux.

In 1903 faced with the cost of repairs to both the church and tower, the Reverend Leyland Baldwin, in his inimitable style, wrote the following in the August Parish Magazine.

"We are going to repair our old Tower and Church, and it may not be uninteresting to jot down what little is known about the former, either from old documents, wills, inventories and the like, or from what the story itself tells when read with the light of knowledge.

Leyland Church is under a deep obligation to the Rev.W.Stuart White, M.A., Vicar of Esh, and formerly Curate of Leyland for his painstaking researches into its history and to him must be ascribed the credit due for thus making stones speak. Mr.White calls attention to the fact that just beneath the battlements a band of stone runs round the tower upon which are various devices, which may possibly be more than mere ornamentation, which may indeed tell the date of the renovation or repair of this upper part of the tower.

Let any keen eyed person, or indeed anyone with an opera glass, on a sunny afternoon, stand a little to the W.S.W. of the tower, and look at the underside of the projecting stone-course immediately above the belfry window, and he will see as well-shaped a woodcock as ever gladdened a sportsman's eye; it is in profile, with its long bill projecting Southwards. On the next stone South is a Coat of Arms, a crosslet between four torteaux, or roundlets, and on the Northern most stone four roses. On the North side of the tower, under the same projecting stone-course is the sacred monogram I.H.S. and on the other extremity a sun in its glory — The cryptic marks on the East side I must leave for some Herald to decipher.

Now, again aided by Mr.White, I am told that Sir Seth Woodcock, a man of some celebrity, was Vicar of Leyland from 1488(sic) to 1516, so probably enough he adopted this humorous idea of the figure of a bird to perpetuate his name and good work. This probably becomes almost a certainty when we learn from the ffarington MSS that Sir William ffarington, Knight, by his will dated May 23rd, 1501, gave his white gelding to be sold for the benefit of the steeple and choir of Leyland Church, showing that some repairs were done at that time. The coat of arms near the woodcock, somewhat resembles that of the Claytons of Clayton; and for 'the sun in its glory' may it not be the cognizance of King Edward IV or Richard III "Now is the Winter of our discontent, made glorious Summer by the Sun of York".

The repairs of the tower may have begun in 1480, and not been entirely paid for in 1500. The shield in red sand-stone on the Southern half of the Western side may be the arms of the Duchy of Lancaster, but it is too weather worn to assert anything concerning it. While the roses N.W. may perhaps be the red and white roses now happily united under Henry VII and his Queen, Elizabeth of York.

However, if I have shown that four centuries ago our tower was so old as to need repairs, surely we may beg again now, and someone may imitate Sir William ffarington's gift. Who will give a pony?"

Having come across the above account it reminded me that some five years ago I had photographed the 'Woodcock' on the West side of the tower of St. Andrew's church with a 135mm. lens. I recalled that I had not been too happy with the results; I had filed away the 6 x 4inch colour prints and had not looked at them since. Imagine my surprise, having retrieved them from my haphazard filing system, to find that I had captured not only the woodcock but the torteaux and crosslets (if these are indeed what they are) of Leyland Baldwin's account.

With my five year old 6 x 4s (150 x 100mm.) the wanted detail measures only 20 x 5mm. – my 135 was obviously of insufficient focal length – necessitating a strong magnifying glass to examine the detail closely. When photographing architectural detail such as this one needs specialist equipment, in this case probably a 400mm. lens and suitable tripod. If any member has this sort of equipment perhaps he or she could be prevailed upon, once the lighting condition are suitable in the Spring and Summer, to photograph the various devices which appear to be on all sides of the tower.

When the results of the exercise are in hand they can be passed to our members experienced in the many facets of heraldry. Hopefully, when their deliberations are completed, we will have a greater knowledge of the various devices and, perhaps, a clue to the family or families responsible for rebuilding the upper part of the church tower around the year 1500.

Acknowledgement.

Rev.K.Horsfall for his kind permission to use the Parish Magazine item of August 1903.

W.E.WARING.

FIFTY YEARS AGO IN LEYLAND

Older members will well remember the green fields and footpaths between Leyland Cross and Earnshaw Bridge. Cow Lane, with its red shale surface, was the ancient way to Northbrook and, in more recent times, the way to the Shruggs for the bleachworkers from the area around the Cross. In 1945 the Leyland Urban District Council commenced work on its biggest ever housing project — the Broadfield Estate. A reminder that the war was only just over was the use of Italian prisoners-of-war as labourers in the early stages of development. The green fields of the ancient Manor of Northbrook disappeared for ever.

W.E.WARING.

CAN WE RELY ON DOCUMENTATION?

How many times have we read "misprints" in the local and national newspapers that have been humorous, misleading or unintelligible? With the pressure of deadlines and other factors we can appreciate the difficulties because they can happen to ourselves. In a hurry we write names and telephone numbers and at a later time find it difficult to decipher them. Memory can fail us and we mix up similar events or dates. If written or printed information is to be used in research then it should be accurate. Only by cross referencing and researching widely can errors be found and corrected.

However one would expect official documents to be accurate. But bank statements, credit card details and other data kept on computer are all subject to human error. Family historians rely heavily on birth, marriage and death certificates and parish records but these too can be riddled with error.

For my own immediate family I have documents which contain such errors. My mother's birth certificate gives the maiden surname of her mother as Kitchen when her name was Kitching. The same certificate gives my mother's name as Martha Massy and her father's name as Walter Massy Jolly. The correct spelling should be Massey. Massey is, however, spelt correctly on a copy of her Baptismal certificate but her mother's name and her godmother's name are spelt wrongly as Kitchen. The certificate states it "is a true and correct extract from the Register of Baptisms kept at the above church", ie Our Lady and St. Patrick's, Walton-le-Dale.

The confusion with Kitching and Kitchen is perhaps an understandable mistake by a registrar unfamiliar with local language patterns. I work in Chipping yet locals pronounce it "Chippen".

My father's certificate for the "Employment of Labour of a young person under the age of sixteen", gives two different dates of birth! The head teacher of St. James' School, School Lane, Moss Side, gives the date as 26th March, 1899, yet the reverse of the certificate, which is a copy of an entry of birth, gives the date of birth as 2nd April, 1899. I do not think my father knew which was the correct date for he used to celebrate his birthday on either of the two dates.

My mother's death certificate gives the cause of death as:- Misadventure —

1. Sudden Heart Failure
2. Miscarriage of Pregnancy.
3. Cancer of the Breat, accelerated by Operation under Anaesthetic (Gas, Oxygen, and Trilene) for emptying the Womb.

These are typing errors which should read "Breast" and "emptying" and are easily identifiable.

A copy of my marriage certificate gives the witnesses as Barbara Waring and Leonard. Leonard Who? This is my brother but did he sign the official marriage certificate as Leonard or Leonard Almond? I joke with my wife that we are not "legally" married!

Sometimes signatures are not required on official documents. I have a copy of a certificate for entry of birth for December 1877. Under the heading "Signature, Description and Residence of informant" it has, " X. The mark of Margaret Seed, Mother, Chitty trees, Chipping." Margaret was, obviously, unable to write. This certificate is also interesting because it gives the time of birth as 11h.55m. p.m.

Other printed material which are subject to mistakes in spelling and details include cards, posters, timetables and public notices. As a keen athletics fan I collect athletic ephemera and recently I have started collecting cigarette cards. Already I have come across several errors.

Ogden's "*Leading Athletes*" of 1901 have one card with T.F.Keene on the front and on the reverse T.F.Keane. Which is correct? From other sources the latter spelling is correct. Another card from the same series is of Harry Hutchins. Contemporary sources, "*The Sporting Chronicle Annual 1902*", and Alf Downwer's "*Running Recollections 1905*", have Hutchins. Two world recognised athletic authorities, Mel Watman and Robert Quercetani have the same spelling in books published in 1963. However updated versions of their books(1991) have a changed spelling viz Hutchens. Yet in 1927 another authority, F.A.M.Webster, has the spelling as Hutchens. Which one is correct? Another Ogden's set, "*General Interest Series C(1902)*" card no.175 has a picture of champion sprinter A.F.Duffy spelt incorrectly. It should be Duffey.

Gallagher's "*British Champions of 1923*" (1924) has "*Chariots of Fire*" hero, Eric Liddell as E.H.Liddle.

Phillip's "*Olympic Champions Amsterdam 1928*" have incorrect spellings for 400m. winner Ray Barbuti (Barbutti) and 3000m. steeplechase winner Toivo Loukola (Lukola).

"*Sporting Celebrities in Action*" (Major Drapkin 1930) records Olympic long jump champion Edward Hamm as Ham.

The great Harold Osborn, Olympic champion in 1924, at both High Jump and Decathlon is featured in "*Sports*" (R&J.Hill 1934) as H.M.Osborne.

In an article I wrote for St.Mary's Church magazine, "*Update*", about some of the older parishioners of St.Mary's, I was informed, at a later date, that I had made some factual errors. Some of these "errors" were related by people over 75 and concerned events of their childhood. Can we all remember accurately details of events which occurred seventy years or more ago? My informant himself was over 70. Was he accurate in his memory?

Another problem we have with records of events is their interpretation. Several people viewing the same event can come away with different viewpoints, details and impressions.

Can I be sure that this article will, if printed, be exactly as it is written? Perhaps my hand writing may be difficult to decipher or a line may be missed in typing! Human error makes life a little more interesting.

EDWARD ALMOND

THE PRESTON AND WALTON SUMMIT TRAMWAY

The first half of this article was originally used as part of a school project in 1972, being written between 1970 and 1972, a period when the centre of Preston had yet to undergo the changes around Butler Street. Whilst the M61 Motorway had been built, there were still green fields surrounding Walton Summit. The second half of the article details the changes to the tramway route today.

The Tramway had been built to link the two portions of the Lancaster Canal across the deep valley of the River Ribble and was opened on 1st June 1803. In 1794, John Rennie had submitted a design for a stone aqueduct of three arches, each of 116 ft span, and a lofty embankment to carry the canal over the valley, but the estimated cost of £94,979 was considered too high and the tramway was built instead.

It has been assumed that the tramway was engineered by Benjamin Outram, a road in Bamber Bridge being named after him. However, it was actually William Jessop, engineer of, among others, both the Grand Junction Canal and Rochdale Canal, who was called in to approve the plans for the Preston & Walton Summit Tramway. The man who designed and supervised construction was the canal company's resident engineer, William Cartwright.

The tramway remained in use until 1859, and was not entirely dismantled until 1868. A portion through Preston, together with the Ribble bridge (still known as the "tram bridge"), though rebuilt, was acquired by Preston Corporation by a deed of arrangement dated 17th July 1872. The rest of the tramway site remained the property of the North Union and its successors, namely the London & North Western Railway, followed by the London Midland & Scottish Railway until the present day. The land has now been sold off to adjacent properties along the route and is therefore not to be classed as a right of way along its full length.

The Tramway through Preston.

Starting in Corporation Street, it is not so many years since the canal wharves behind the Preston Technical School were filled in. The Northern section of the Lancaster Canal left Preston Northwards and used to reach as far as Kendal until 1968. It was then cut back to Tewitfield, just North of Carnforth, by the construction of the M6 Motorway.

The tramway track left the canal wharves, crossing coal yards (later becoming the yard of the new Dutton Forshaw car showroom on Corporation Street) before burrowing under Fishergate. The old tunnel, considerably strengthened and widened, took traffic through to the East Lancashire Railway Goods Yard off Butler Street. Looking down on the Goods Warehouse from Vicars Bridge to East Cliff over the Blackburn lines, the tunnel can be seen emerging onto the Goods Yard. A waste piece of ground behind St. Joseph's Hospital, Mount Street, is bounded by a wall on its Western side, marking the boundary of the tramway. Leaving the Car Park by the Garden Street pedestrian exit, a blank stone wall left, opposite a row of houses, is the abutment of a bridge which carried the tramway over the original course of the Syke Brook.

Leaving the bridge abutment, the track led into East Cliffe along the rear of the premises of Winckley Square Convent and Ribblesdale Place, following the top walk of Avenham Park. The park was laid out with its many paths soon after the tramway closed and thus there are no signs or evidence as to where the tramway ran, though the wall between the park and the adjoining properties does seem of the right age.

After following the top walk, the tramway route reaches the Belvedere, the stone shelter which faces the level area occupied by the flag staff, overlooking the valley in Avenham Park. This was the site of the Engine House, demolished in 1868 about the time when Avenham Park was laid out, used for the purpose of raising and lowering the wagons on the steep incline, 1 in 6, leading to the wooden trestle bridge over the River Ribble.

From the Belvedere, the tramway continues down the slope between artificial rock formations towards the tram bridge. The whole of this bridge has now been modernised, although the original trestle structure has been preserved. Today, it has an asphalt surface, instead of the original wooden planks. The bridge may have lost some of its fascination, but the plan has been faithfully preserved, the work being carried out in the 1960's. During the Second World War, most of the planks had been removed (for security reasons!), leaving only a narrow gangway.

The Tramway through Penwortham.

After crossing the bridge, the route runs through a three-quarter mile long tree lined avenue with a stony rough surface on a level causeway across Walton Flats to the slope between Vernons Mill and Carr House. The Avenue, which follows the exact line of the tramway, now belongs to Preston Corporation having been originally exchanged by the Preston & Bolton Railway (later North Union Railway) for land of greater use to them. It was originally intended to take the canal along this causeway. This length of tramway runs parallel with the East Lancashire Railway line of 1850, which crosses the flat low-lying ground on what appears to be an embankment. However, this was originally a 52 arch brick viaduct, though to eliminate the expense of its upkeep, the arches were filled in with spoil from the cutting of lines elsewhere.

The Avenue at the Penwortham/Carr Hill end is very dark and overgrown. A few stone sleepers can be found here, though it seems uncertain whether these are in their original position. Here also there is a very uneven flight of stone steps leading down to Walton Flats. On the Western side stands Vernons Mill which makes surgical dressings. The factory was enlarged after the First World War. This must have been a busy place when the tramway was working, for Penwortham is mentioned as one of the toll stages. The slope up to the higher level, 100ft above sea level, is quite steep with possible mechanical assistance being given to the horses drawing the wagons. At the top of the hill, the tramway and East Lancashire line converge and then separate again. The Penwortham Incline was taken out of use about 1820 when the line was diverted on to an easier gradient capable of being used by horses.

On the left is Carr House which overlooks Carr Wood and the Flats. Here the stone sleepers were removed from this length and used to build a wall along the grounds of the house. Looking through the gate of the house, another wall can be seen built entirely of these stone blocks.

The sleeper stones can be recognised by two holes bored into them and the imprint of the ends of the plates. However, today there is no sign of the stones.

The stone used was quarried near Lancaster, and cut into blocks measuring at an average 24 by 12 by 8 inches, costing 5d each - approx. 2p - (well some members may not know!). They were laid to take a double track of plates. The 3 foot long plates were made of the best pig iron with a flange on the upper surface to prevent the flat surface of the wagon wheels from running off the rails. These plates were fixed to the sleepers by gad irons driven into the plugged holes.

Passing a couple of bungalows on the right, the tramway now becomes a wide lane bounded on each side by hawthorn hedges and formerly surfaced with cinders or mud (depending on the weather). These have now been replaced by small stones. After passing two ponds, the tramway reaches Wateringpool Lane, and from here there is an undisturbed length of tramway in a rough state. It is part of a public footpath from Todd Lane to Penwortham. It is possible to judge the original width, 24ft, with a ditch on each side. There was a double line of rails with a gauge of 4ft. 1inch, laid 3ft apart. The 1846 map marks the position of a milestone on the left hand side -"2 miles from Preston"- midway between Wateringpool Lane and Todd Lane.

The end of this section marks the point where the tramway crosses Todd Lane North, and from here onwards it cannot be followed continuously on foot as most of it lies on private ground or has disappeared altogether. It is interesting to see that the full length is shown on the Ordnance Survey map of 1902 as a connection between the two ends of the Lancaster Canal. However, the Bamber Bridge area through which it passed has changed considerably since then, so that the complete route is not shown on subsequent maps.

A few yards to the left on the North side of its junction with Todd Lane and facing the tramway, stands a house called Lime Kiln Cottage which was another of the toll stages. After the closure of the tramway the lane sank into oblivion until rail traffic used the new Todd Lane Railway Station. This was formerly known as Preston Junction, opening in 1850 and closing in 1969. The present Todd Lane has cut through the tramway at a lower level. The track continues first on an embankment and then in a recognisable depression across fields. The next lengths of the tramway, are privately owned, belonging respectively to Lime Kiln Farm (originally Hawksheads) and Green Lane Farm (Green Lane House).

The public footpath, Brownedge Road to Hannel Lane, now crosses the tramway, this being a secluded area much overgrown and very wet. The stone sleepers still in position were useful as stepping stones. The adjoining lengths of tramway were fenced off and full of brambles. During the Second World War the owner of Green Lane Farm thought fit to open up this section on his ground and remove the stone sleepers. It still shows very clearly that this was the route of the tramway as it is at a slightly lower level than the adjoining field. When the sleepers were removed many were re-laid to form a paved garden behind the house of Green Lane Farm, others being used to form part of the pavement over Todd Lane railway bridge.

The wagons used on the tramway were horse drawn and the horses must have been stabled somewhere.

Although no records can be found, there is a theory that Green Lane Farm provided stabling, as a building adjoining the farm house showed accommodation for a number of horses, the men using the loft above. This is quite feasible as the farm is only one field away from the tramway. The next stretch of the route is lost in the newly laid playing fields of Walton le Dale Primary School in Severn Drive, until it crosses the footpath to Duddle Lane. Here behind a fence and a gate marked "Private", a number of nine foot rails have been found, together with many of the gad irons used for fastening them to the sleepers. These nine foot rails were first laid under Fishergate, and having been found satisfactory, they were laid elsewhere on the route.

The Tramway through Bamber Bridge.

The tramway now approaches Browndedge Road, formerly called Black Lane. It is crossed just to the East of a pair of houses which once had flat roofs. On the opposite side of the road stood a stone barn and the small Brown Edge Farm, a white washed house with small windows and a chestnut tree in the front garden. The tree is still there, but the farm has gone. The car park which now covers the site, belongs to Baxi's, the firm having arrived from Chorley in the early 1960's. A number of wooden sleepers marked the end of this section of tramway bordering Black Lane.

Behind Baxi's there is another inaccessible stretch still in a rough condition, overgrown, its boundaries marked by high hedges. Here the East Lancashire Railway line crosses the tramway by a bridge. The tramway may be approached from Browndedge Road along Meany Gate, which on the 1846 map is called Mainway Gate. The under bridge is low and the roadway is very deeply rutted.

Passing under the railway and turning left, this again is the line of the tramway. Previously the way ahead was barred by a number of erect wooden sleepers with a gap for the pedestrian, this section ending in Bamber Bridge on Station Road. However, since 1967 this section has been built over, the route of the tramway only being regained on Station Road.

The tramway from Bamber Bridge to Preston closed in 1859, though the track from Walton Summit to Bamber Bridge remained open until 1879. In order that the Lancashire & Yorkshire Railway Company could preserve their right of way, they used to close this part of the track on a certain day of the year. Here the tramway crossed Station Road by a level crossing. It continued across fields behind the Mackenzie Arms and an old smithy towards Kellet Lane. The smithy has long since ceased working, now being a motor workshop, motor vehicles being parked on the route of the tramway.

Crossing Kellet Lane diagonally, the tramway can be traced between some sheds in the gardens of a newly built house. Three foot plates were found accidentally, only coming to the surface when the owner's pigs were rooting in the soil. Most of the iron rails and gad irons were sold as scrap when the tramway finally closed. After closure, to prevent access to the track, barriers of up-ended wooden sleepers were erected where roads and tramway intersected. Gradually these barriers have disappeared, but those in Kellet Lane remained until quite recently.

From here, the tramway follows on through fields into Gough Lane, a bed of nettles blocking the entrance to the lane. The final length beyond Summit Farm is the climb to Walton Summit, some 250 ft above sea level. On the right side at the corner of Gough Lane there stood, according to the 1846 map, a building housing a weighing machine. This has now disappeared but further on, on the left side, stood a row of several stone built cottages, possibly occupied by workers on the tramway.

From Summit Farm, Walton Summit can be seen at the top of the incline. There is no right of way along this length, but it is possible to reach the summit by a footpath from Gough Lane just before an old house named Crow Trees is reached. The footpath leads to the track of the tramway before the final steep climb to the Summit, where it joins the Southern section of the Lancaster Canal. This was previously a hive of industry where the interchange of goods between wagon and narrow boat took place. At the bottom of the incline, the two tracks of the tramway separated, each supplying one of the two arms of the canal basins and with an elaborate system of sidings being laid.

The Tramway Route Today.

The whole area around the canal basins has now been changed. The new Ring Road under the railway down to Strand Road and the subsequent junction with Corporation Street, now covers all signs of the canal and tramway, the only indication being the name of Wharf Street.

Having walked through the Fishergate tunnel, the question is where to start? The large goods warehouse disappeared along with the Blackburn lines in May 1972, the Butler Street side of the station being redeveloped in 1986. The Mount Street Hospital, after changing to private ownership, has now become a nursing home.

Looking down from Vicar's Bridge today, the Goods yard has become a large shopping centre with a huge car park, one of the car entry points for the car park being through the Fishergate tunnel. This has been renovated with the route of the tramway passing the side of the shopping centre. However, as this road inclines down towards the former East Lancashire lines, the tramway line is keeping at the same level as we approach Garden Street

Passing the abutment for the tramway on Garden Street, we walk through Avenham Park, down to and across the tram bridge. After walking along the Avenue, the Penwortham end today is a meeting of paths. The Preston Junction nature reserve paths along the East Lancashire line from Preston and from Lostock Hall, here come down from the top of the embankment.

The former over bridge has been removed, while the footpath to Walton Flats via Carr Wood, uses some stone sleepers as steps down into the valley. The tramway continues to rise and curve to the left with the remains of a boundary wall on the right.

We now reach part of the Carr Wood Estate, where the new road crosses the route of the tramway. The continuation of the tramway now becomes a combined cycle way and footpath, using the hawthorn hedges as the boundary between two housing estates. After crossing Wateringpool Lane, which has now been by-passed and has reverted to being a country lane, the footpath continues until the route reaches Todd Lane North.

The tramway now heads across a field on an embankment but is on private land. The Bamber Bridge by-pass can be seen through the trees. In order to follow the tramway, a detour has to be made following Todd Lane North to its junction with Hannel Lane, then going via the new foot-bridge over the bypass, taking the unmarked public footpath to the right immediately after crossing the foot-bridge. This public footpath develops into a small park as it accompanies the bypass to Lostock Hall. The route of the tramway can be seen from the bypass as a small embankment. As we reach the point where the footpath crosses the tramway, there are stone sleepers being used as stepping stones across a brook.

When the tramway reaches Browndedge Lane, the site of the crossing is still denoted by the chestnut tree in Baxi's car park, the tramway then passing through the factory complex. The best view of it used to be from the railway embankment or from a train running from Bamber Bridge to Todd Lane. Unfortunately this is now not possible, as the area is covered by Baxi's factory buildings, the direct railway line to Preston closing in 1972.

Following the tramway route under the railway, this section has now in part become a public footpath and recreation ground. Sheltered accommodation has now covered part of the route, therefore it is a detour through the estate to Station Road. The next view of the tramway is at Station Road between the Mackenzie Arms and the former garage. This section of tramway was surveyed by the Chorley Historical Society, prior to the area being redeveloped, the track bed being re-laid near the Model Railway in Worden Park. The remainder of the tramway route has now disappeared under the new streets and the industrial estate between Station Road and the M6 Motorway which cuts through the tramway route in a cutting.

On the other side of the Motorway, the now well established Walton Summit industrial estate and the M61 motorway junction which is at present becoming the extension of the M65, has destroyed most of the signs of the tramway. Entering the area along Walton Summit Road, the original route of Kellet Lane can be seen crossing the new road, though any sign of the tramway has disappeared under the nearby industrial buildings. The route of the tramway is regained on the suitably named Tramway Lane which rises up the Walton Incline to the Summit, becoming a footpath after the junction with Clayton Brook Road.

The only remnants of the original road system are the short lengths of Gough Lane where all the old farm house buildings still survive, together with the only industry from 1972 namely John Coulthurst Ltd., egg packers of Kenyon Farm. The actual canal terminal basins and the surrounding area have now disappeared under the village of Clayton Brook, bounded on all sides by Clayton Brook Road. The route of the canal can be seen from the other side of the M61 Motorway from Pippin Lane as a damp depression, as it heads South to meet the Leeds & Liverpool Canal at its former junction at Johnsons Hillock.

PETER HOUGHTON.

ASTA GETTEN A LANKY SURNAME?

A study some years ago found that 37% of English and Welsh surnames were "local" in origin. That is, they were derived from place names or some geographical or natural feature associated with the person adopting, or being given, the surname. Of the remaining; 27% were Baptismal or Font names or variations of these; 15% came from the person's occupation, eg. Smith or Priest; 10% started off as "nicknames"; 6% were of doubtful origin and 5% originated from abroad.

In "LANKYLAND" we have our fair share of "local" surnames where a definite place is indicated. Here are just a few. I am sure you will think of many more if you ponder for a while. See how many you can add to the list.

ANDERTON.

On the River Douglas S.E. of Chorley. The first element is probably from the Old English personal name of EANRÉD and the second element TUN means manor, farm, village or hamlet.

BILLINGTON.

On the Rivers Ribble and Calder S.W. of Whalley. The first element is probably from the Old English BILLINGA "of the Billings". It is most likely derived from BIL(A) or BILL – "Sword". An earlier form of the name ended in "DON" rather than "TON". This would signify a hill or open expanse of elevated land prior to it becoming a hamlet.

CHADBURN or CHATBURN.

Both are of Chatburn N.E. of Clitheroe on the River Ribble. The village stands on a stream that falls into the Ribble. The first element is probably from the Old English personal name CEATTA and the second element Old English BURNA – "burn or stream".

DILLWORTH or DILWORTH.

These names are from Dilworth on the brow of Longridge Fell, North of Ribchester. The origin again is likely to be from Old English DILE – "Dill" and WORP, "enclosure, homestead or farm."

ELLEL.

In the valleys of the Cocker and Condor, both tributaries of the River Lune. Old English personal name ELLA and HALH "Haugh – low-lying meadow."

FARINGTON Originates north of Leyland on the upper River Lostock
FARRINGTON most likely meaning is from the Old English FEARN – TUN
FFARINGTON – "Fern village or hamlet."

I will offer to solve name meanings at 50p. a time for Society funds.(Cash with order!) **All Names tackled not just places. Any that stump me get their 50p. back!**

ARTHUR JONES.

WHITTLE SPRINGS

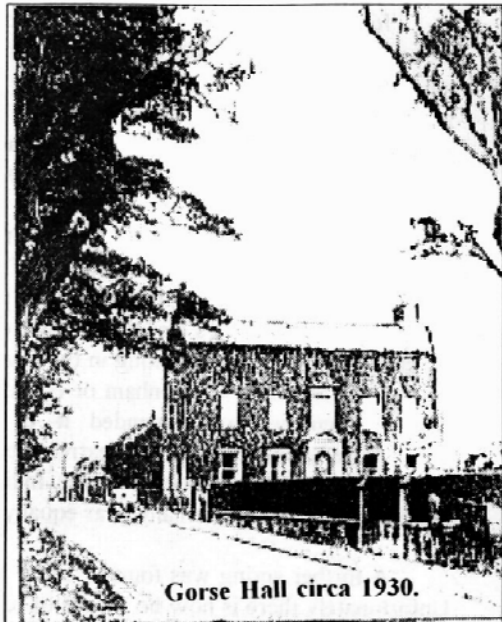
Many members of the Historical Society will remember with pleasure, a lecture from Mr. Astin last December on, "*Spa Towns of the North*". Not only did Mr. Astin give us an excellent summary of the development of the spa towns in general, but he also described the social life that flourished in them. He also recounted vividly the types of treatment undertaken by those visiting spas, primarily for reasons of health. Some of these treatments were so stringent, even barbaric, that only those with the strongest constitution could have emerged from them unscathed. All in all, it was a very instructive and entertaining evening.

What Mr. Astin did not mention, could not have been expected to mention, was that we too here in Leyland, had at one time our own local spa — a spa that in its heyday, was attracting as many as 3,000 visitors a day and promised to become as popular as Harrogate or Buxton. The story of Whittle Springs, for it was at Whittle that the spring was discovered, has its own fascination and begins in the year 1836.

The Discovery of the Spring.

At that time a certain Mr John Heyes was boring for coal on land he owned alongside the Leeds and Liverpool Canal on Lower Lane Whittle (Lower Lane has since been renamed Dark Lane). He was an astute and wealthy business man, the son of a calico manufacturer. His residence, Gorse Hall, on the old Chorley/Blackburn road, was a typical 18th Century gentleman's residence, stone built with three floors. Sadly, apart from an old archway within a broken wall, nothing is left, for the house was demolished in 1970. There are photographs of it however, and a wonderful contemporary description:

"Gorse Hall is pleasantly situated, commanding one of the most extensive, beautiful and picturesque views in the county. To any Gentleman fond of field-sports it is most central, encompassing hunting, coursing and fishing in its immediate neighbourhood."



Before long the borings in Lower Lane had reached the depth of 90yds. A silver Denarius of Roman origin had been discovered, with Hygeia on the obverse of the coin — a singular find in the circumstances, denoting not only a Roman past but portending somehow, in the figure of Hygeia goddess of health, the Spa that was to come. At this point in time, water started to gather in the workings and, following an accident of some sort, the project was abandoned.

In 1841, an effort was made to clear the blockage in the borings but this resulted in an even greater flow of water. When it was realised that the workmen had accidentally tapped a spring, the borings were once again abandoned — and there the story might have ended.

Legend has it however, that some years later, in December 1845, John Heyes was out for a day's walking in the Whittle area with William Brigham of Foxley House, Lymm. The two friends stopped and drank from the spring water still bubbling from the old coal workings. Brigham, who happened to be an F.R.C.S., noticed the strange medicinal taste of the water and offered to have it analyzed. It must be borne in mind that at this time, spas and healing springs were all the rage. It would have been a dull man indeed who did not realise the potential of a medicinal spring and, as has already been noted, John Heyes was nobody's fool.

A Mr. Davies, lecturer in Chemistry at Manchester University, duly analyzed the water sample sent to him by Brigham. He confirmed its alkaline content, much to the delight of the two men involved, for springs containing carbonated alkali are rare and are almost entirely free of earthy substances.

John Heyes lost no time in enclosing the source of the spring with a circular stone building topped by a dome-shaped roof — a structure much resembling that surrounding the Teewit well in Harrogate. Inside, three steps, wide enough to sit on, ran all round the inside of the building and led down into the water. The latter bubbled from a 9" pipe in the centre of the floor at 50 gallons a minute before being drained, initially into a horse trough on Lower Lane and from there into the canal.

Judicious publicity and word of mouth brought several thousand visitors, to taste the spring water, in the first two weeks of the spring being open to the public. To the poorest the water was free, the rest paid a penny. By the September of 1846, only nine months after the spring's discovery, news of its beneficial nature had reached as far as Liverpool. A gentleman writing in the Liverpool Journal extolled the spring saying he preferred it to either Cheltenham or Harrogate; he likened the water to that found at Baden-Baden and recommended it to those, "afflicted by bilious complaints, rheumatism, ulcers of the lower extremities, scrofula or to those who have acquired a relaxed system by a residence in the Indies." Apparently the water, whether taken internally or applied externally, was equally beneficial.

A further spring was found "some 100yds away" a chalybeate spring this time. Unfortunately there is now no means of telling the exact location of this spring and in any case, it was the alkaline spring that received all the attention.

The Cure

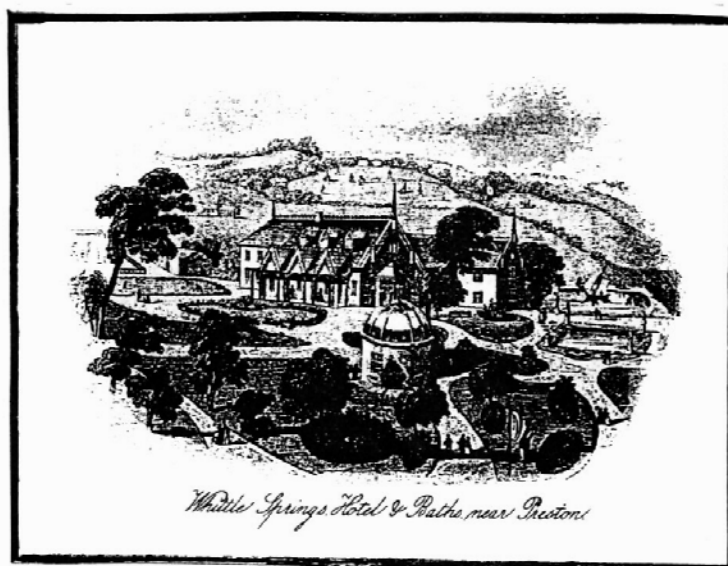
Although several distinguished physicians visited the spot and praised the efficacy of the waters, Mr. Brigham, who undoubtedly had a stake in the discovery, made by Heyes and himself, lost no time in following up certain cases. He fully realised that claims would have to be substantiated in order that the spa should continue to prosper. In a letter dated Jan. 1847, Mr. Brigham wrote to John Heyes of two cases in particular;

William Critchley (58). This man had been ill for two and a half years. "He had no appetite and severe pain on his right side was accompanied by sickness and vomiting." According to Brigham's findings, "the water acted on all his secretions and produced free and copious perspiration." Within three months he was back at his work as a weaver.

Anne Haworth (25) lived in a small cottage in Whittle. She had been ill for 14 years and confined to bed for the last five. She had suffered from painful ulcers, gradually increasing in number and extent. These were situated "on her back and limbs" and there was "much sloughing of the skin and discharge." She was instructed to drink three to four pints of spring water daily and the affected areas were regularly wrapped in bandages soaked in spring water. Two months later, she was much improved and was able to walk and work a little.

The Growth of the Spa.

John Heyes meanwhile, was delighted that his spring showed no signs of diminishing, and continued to pump out not less than fifty gallons a minute. He therefore pursued his plans still further. By 1847 he had built two plunge baths. The gentlemen's bath was 18 feet long, 19 feet wide and 5½ feet deep. The ladies' plunge bath was 16 feet long and 14 feet wide and 3½ feet deep. A further building was eventually added to contain a tepid bath. This was 15 feet square and had underground heating. In addition Heyes built a new hotel at which visitors could stay whilst taking the cure. This he called "The Heyes Arms". It was built in the revived



Gothic style made fashionable at this time by the designs of Pugin and Barrie for the Palace of Westminster.

Amongst the many attractions to be found at this newest of Spas was a tea-room adjoining the tepid bath and a large public hall where, before long, balls were being held during the Winter months. Other facilities eventually included angling, quoiting, cricketing, pleasure boats, gymnastics, archery and a bowling green.

A porter's lodge was built at the entrance to the Heyes Arms where people paid to sample the spa water and to enjoy the diversions provided inside the pleasure grounds. A little higher up Lower Lane, a tower, surmounted by a flag-pole, was constructed in the boundary wall and visitors to Whittle Springs could climb the steps and enjoy the view Westwards towards the Lancashire sea coast.

In 1847, there appeared a charming little book entitled, *"A Brief Account of Whittle le Woods its Springs, Baths and Scenery"*, by, "A Visitor". Whittle is described as, "next to the Lake District, the most romantic and healthful spot in the country, beautifully undulated by surrounding hills and dales, fanned by distant sea breezes and in the midst of a rural district. Like far-famed Harrogate", continues the visitor, "pleasant drives abound". Houghton Tower is mentioned in this context, Denham Hill, Rivington Pike and "The pretty little village of Leyland, with its elm-covered walks shading the noonday sun like one of our Southern villageswhere fuchsias and passion-flowers bloom in the open streets. The rich foliage of the scenery is very beautiful and even in Winter, the place is warm and genial."

Over the chasm of time that separates us from this visitor writing in the 1840's, the imagination struggles to visualise Whittle and particularly Leyland, in quite such high flown terms. Nevertheless, there is no doubt that Leyland, like its surrounding villages, was at this time, largely unspoilt —"The Garden of Lancashire." Hand-loom weaving, still the chief industry, was home-based. There were firms bleaching and dyeing and a few calico- print works, but this area had yet to suffer the effect of the huge cotton mills that dominate the landscape in the second half of the 19th century. To quote our visitor, "no manufacturies cause the slightest nuisance, 12,000feet above sea-level the air is very pure and the busy hum of trade is not heard."

Beautiful it may have been, but Whittle was not prosperous. The advent of the Spa however, boosted local economy considerably, for it brought much needed local employment. Workmen were required for the construction of the hotel and the various bath-houses etc., staff were needed to run the place. Visitors not wishing to stay at the hotel, found accommodation with local families. In January 1849, John Heyes and his brother Henry of Southport, rented a portion of land to Sarah Richardson, a widow from Manchester, to build a house on Lower Lane just above the "Heyes Arms".

This house, originally known as "Horse Trough House", still stands. There is a suggestion that it was used as a girls' school but I can find no record of this. The other theory, that it was used by Mrs Richardson to accommodate visitors and earn herself a reasonable living, seems a more likely explanation. Several other large houses were built in the area by wealthy people wishing to use the facilities of the Spa on a more regular basis. Roads in Whittle were probably improved to deal with the increasing traffic. As well as on foot and by carriage, people arrived by pleasure boat along the canal from Wigan and Blackburn. Visitors from further afield travelled by rail to Chorley where a large notice read, "Change here for Whittle Springs." At this point, horse-drawn omnibuses were laid on to complete the journey from the station to the Spa.

Sadly, John Heyes died in 1849, only four short years after he and his friend, Brigham, had first tasted the Spring water; but he had lived long enough to see his dream come true. Nobody now could doubt the overwhelming success of his enterprise.

His estate was left to his brother Henry, under whose proprietorship the Spa continued to prosper. Baines, in his *"History of Lancashire"*, was to write of, "the celebrity of the principal spring which had induced persons to send for water from a distance." He cautions against instances of fraud; "those who purchase from certain carriers should be warned that water has been taken and sold that is from other places and possesses very dissimilar characteristics." A line engraving of the Heyes Arms, that appeared on the hotel's publicity for many years, gives a good picture of what the Spa was like at the height of its popularity.

The Rise of The Brewery

Malt kilns existed on the opposite side of Moss Lane bridge long before the discovery of spring water in this part of Whittle. They were probably erected when the canal was built in 1795 for they were conveniently situated along its bank. A further kiln was to be found 200yds along Lower Lane, beside Tan House Brook. Worked by Edward Craven, these kiln are thought to mark the site of one of the oldest breweries in Lancashire. Previously it had been the custom for brewing to be carried out at farms and inns, not at sites deliberately chosen for the purpose. Drinks available at the "Heyes Arms," therefore, included not only the spring water itself, but also ale, porter, ginger beer, soda water, lemonade and exhibition waters. These were almost certainly prepared by Edward Craven and Co. who became known as the Whittle Springs Brewery Co. Indeed it seems likely that Edward Craven had some deeper involvement with the Spa because, following the death of John Heyes, he was allowed the use of the land on which the brewery stood, rent free.

As well as within the grounds of the "Heyes Arms", drinks of all kind were available at the porter's lodge for those passing by. A brisk trade grew up with the barges on the canal. Steam boats pulled six barges at a time, each barge containing 40 tons of coal or grain, through an impressive flight of seven locks. These started only slightly upstream from the Heyes Arms and finished at the Top Lock just above Copthurst. The barges became accustomed to buying a drink at the Porter's lodge, whilst waiting for their boats to clear the locks. "I'll just wap up for a drink", they would say, and eventually the Porter's Lodge became known as, "the Wap", to all who used the canal or who lived locally.

In 1874, following the death of Henry Heyes, the land belonging to the Spa, together with the "Heyes Arms" and the malt houses and brewery, were sold to three men; James Cardwell, James Thomson and Thomas Gardner. These three, owners of the Crown Brewery, began building a new brewery in Gothic style to match the "Heyes Arms", or the "Howard Arms" as it was now to be known.





The Sea View, Whittle (late 19).

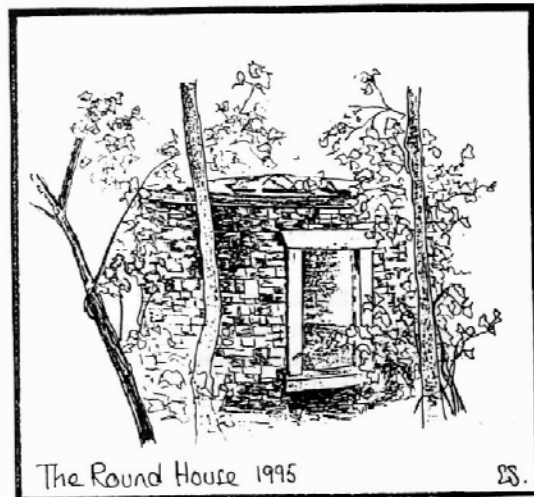
A "rearing dinner" was held at the hotel when the roof timbers of the new buildings were finally in place — To celebrate the arrival of the most extensive brewery in the whole district. It was not long before agents for the firm were to be found in Liverpool, Southport, Barrow-in-Furness and Lancaster.

Local public houses like the "Sea View" at Whittle and the "Bay Horse" in Leyland, amongst others, proudly carried a header board

proclaiming they sold, "Whittle Springs Noted Ales and Stout." There again, houses in the Whittle Springs area that had previously been connected with the Spa, were gradually acquired for various members of the brewery work-force. Horse Trough House for instance, was acquired by the brewery in 1883, divided into three dwellings and renamed Spring Terrace. New houses also, were built specifically for key workers at the brewery.

The Decline of the Spa.

Such was the popularity of Whittle Springs ales and mineral waters by 1883, that the brewery owners required further spring water to keep up with the demand. Several wells had been dug over the years, but on this occasion they sunk a deep artesian well in the brewery courtyard and were rewarded with a flow of 4,000 gallons an hour — far more than they had expected. They took what water they required and the surplus was allowed to drain away into the canal. All this would have been of no consequence were it not for the effect the new well had on



The Round House 1995

the original Spring in the Round House. This, the source of so many past cures and the origin of so much success and wealth, now dried up completely. Eventually, when it was obvious that the water would never return, a troop of monkeys was kept in the Round House and to future generations of children it became known simply as "The Monkey House."

Nobody in 1883 would have regarded the failure of the original spring as having any particular significance. Nevertheless, until this point in time, the Spa and the Brewery had been considered of equal importance.

Henceforth, the brewery and its needs were to take precedence. Gradually, almost imperceptibly, the number of visitors to the Spa declined, particularly amongst those who had been accustomed to travel considerable distances to take the water. All the diversions to be found at the "Howard Arms"; the pleasure grounds, the beautiful conservatories, and all the facilities previously described, could not compete with the more intellectual attractions of Harrogate, Buxton and Cheltenham.

There again, science was advancing. The efficacy of mineral water "cures" was being questioned by the medical profession. The latest fashion was for sea-bathing and special excursion trains were carrying people to resorts along the Lancashire sea-coast. "The Howard Arms" could hardly match the appeal of the "Winter Gardens" in Blackpool or the rolling breakers of the Irish Sea.

The new attitude towards spa water is reflected in this slightly mocking extract from the Chorley Guardian dated 1889. The writer is describing the kind of people who now visit the Spa; "lovers and young people fond of hired traps — young men and maidens who relish tea and conversation and moon-shine and who think they are adding years to their lives by pulling faces over curiously tasting water, visit the place in Summer. They go in for doses of Chalybeate, Alkaline and Alcohol, tea, gossip and kisses and return in the long Summer evenings, determined to live for ever."

Nevertheless, the "Howard Arms" continued to attract local people well into the 20th century. There were swings for the children and a boating lake. The bowling green was very popular. Brass bands played in the grounds every weekend, the fair came each year on Good Friday and the "Wap" continued to provide drinks and refreshments. It was still a pleasant place to be on a Sunday afternoon.

Continued success of Whittle Springs Brewery.

As the Spa gently declined, the Brewery became ever larger and more successful. A photograph of 1910 shows how its buildings loomed over the "Howard Arms".

The coming-of-age of the eldest son of James Thomson was held at the "Howard Arms" in March 1889. It was attended by at least a hundred people, who enjoyed lunch and afternoon tea at the hotel. A photograph of this occasion, taken in the grounds of the "Howard Arms", clearly shows a handsome stone lion on the banking behind the assembled guests. I mention it because the lion has been a great attraction at the Springs over many years. Where he originally came from, nobody seems to know, but countless children have clamoured to ride on his back and no doubt he has figured in many a photograph since that day over a hundred years ago.



The Howard lion

In that same year (1889), Thomas Gardner retired and the three man partnership was dissolved. The brewery, still called the Whittle Springs Brewery, carried on business throughout the Boer War, when a tax was imposed on ale. By 1909, when further additions were made to the brewery, it owned most of the property in the vicinity. Two villas opposite Moss Lane bridge were occupied by Mr. Holland, the Secretary, and Mr Collins who was one of the chief brewers. Two coopers and a joiner, Mr. Irving, lived in Spring Terrace. "Greenfield" a large residence on Town Lane, belonged to Mr Hugh Thwaites, a manager.

The brewery now had its own Maltings. Sacks of grain were hoisted from the boats, up the chute, to the top of the building where the malting process began. A tunnel was built under Lower Lane so that barrels could be rolled down to the waiting barges. Because the brewery was so close to the canal, the joke locally was that Whittle Ales, known to be the strongest in Lancashire, were brewed, "straight out t'cut." In the sense that the ingredients for the beer, with the exception of course of the pure spring water, all arrived by means of the canal, there was some truth in the saying.

For many years, Whittle Springs was busy with the constant traffic of drays, and later waggons, loaded with ale. Monday was the busiest day because the local farmers came to buy "the grains", the brewery's waste product. These came down a chute and straight into the waiting carts. They were driven away, still steaming, and the contents were later fed to the livestock. Horse drawn carts, laden with sand from the sand quarries behind Gorse Hall, also came to the sand wharf so that the sand could be transported to Wigan Iron Works.

The Decline of the Brewery.

The Whittle Springs Brewery continued to prosper until 1929 when it merged with Nuttalls. The latter then amalgamated with Matthew Brown's of Blackburn. Noting that the equipment at the Whittle Springs Brewery was becoming out dated, Matthew Browns decided to close it down. The employees were transferred to Blackburn and much of the sixty acres of land owned by the Whittle Springs Brewery was sold. The brewery buildings themselves, for which there were few takers, were sold on condition they were not used for the manufacture of any "excisable liquor". As they were of little use for anything other than the production of excisable liquor, they were eventually demolished.



Whittle Springs Today.

Anyone visiting the area today will find that the "Howard Arms", or "The Howard" as it is now known, appears to be all that has survived the rise and fall of Whittle Springs. The hotel, now owned by the Burtonwood group, has been considerably altered and extended and is now aptly described as "a popular social and conference centre," by Mr. Hodkinson in his book on Whittle and Clayton-le-Woods. The little Round House stands forlornly in the middle of encroaching undergrowth, roofless and derelict.

The lion, rather the worse for wear but retaining his benign expression, peers from a tangle of blackberries. Only a staircase leading to a mass of broken masonry shows the site of the "Wap" and the Tower has completely vanished.

Just the other side of Moss Lane Bridge, the beautiful stable yard lies empty. The stalls, once filled with great shire horses, the pride of the brewery, are silent. The original Malt Houses nearby, collapsed a year ago and a tangled, distorted heap of slates, bricks and corrugated iron is all that is left of them.



Yet all is not lost. the site of the Brewery is now an attractive housing development called Spring Mews. In the courtyard, stands the original brewery well. Look down and there, still bubbling away, the ultimate survivor, the spring water itself, as pure as it was in 1846. With the present vogue for bottled spring water, I am surprised that nobody, as yet, has hit on the idea of re-introducing Whittle Springs Water onto the market. How about it Burtonwood?

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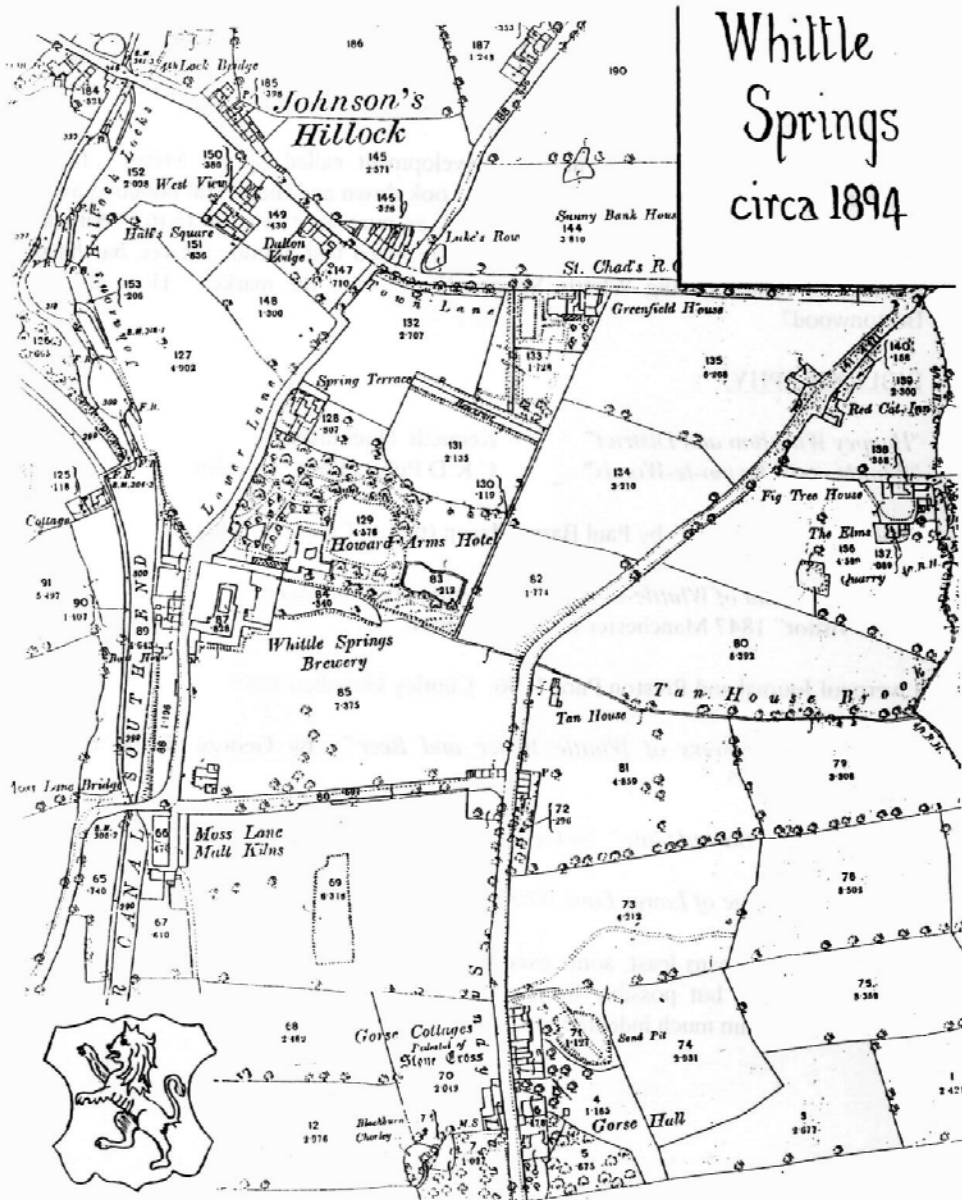
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Last, but by no means least, some excellent hand written notes in a folder in Chorley Library, unsigned but possibly from an unpublished work on the Wheelton/Whittle area, to which I am much indebted.

My Grateful Thanks to the Following for Their Help:

The Manager and staff of the "Howard"
 Mr and Mrs. Philip Tyrer and Mr. Roger Tyrer of Spring Terrace,
 Mr. Joseph Westhead of Whittle-le-Woods,
 The staff of Chorley Library,
 Mr and Mrs. Parkinson of Chorley,
 Mrs. Helen Littler of Gorse House.

ELIZABETH SHORROCK.



MIKRON THEATRE COMPANY

"Manchester Super Mare."

Leyland Historical Society, Prospect House, Sandy Lane, Leyland.

On Monday 7th November, 1994, the members of the Leyland Historical Society, together with a number of visitors enjoyed a performance by the Mikron Theatre Company of their play "*Manchester Super Mare*", which details the history of the Manchester Ship Canal from its beginnings as a scheme put forward by Daniel Adamson to the present day developments at Salford Quays, the shows style being that of an "end of the pier" show, as in J.B. Priestley's "*Good Companions*".

The story was told by four young actors, two male, two female, who managed to put over the many parts with apparent ease, slipping from one character to another with only a change of headgear, the facial expressions conveying more than words in many respects, especially when reacting to something one of the other actors was saying.

Each member of the cast performed with an expertise which demonstrates that the acting schools are producing fresh new talent for future generations. The senior member of the team, Rodney Matthew, who has travelled with Mikron for the last four years, showed his versatility with his portrayal of Daniel Adamson, complete with Geordie accent, followed by the deadpan comedian of the pier show. Rodney, who has written many of the recent Mikron shows, hopes next year, to take a one-man show around his native Scotland on the subject of the Jacobite rebellion, almost a local issue with the Battle of Preston.

The other male actor, Richard Povall, was the master of the facial expression, be it a rich American, a useless tug boat mate, or even an errant child being shown around the new Salford Quays. He confirmed later, that he had been taken for Nigel Planer on many occasions.

The two actresses, Joanne McGowan and Sandra Osborn, managed to portray the many and varied characters required, with the accents and manners of all types of females over the last hundred years. The most memorable were the Dockers café lady, the harassed teacher and the pupil.

The play was accompanied by some wonderful songs, sung and played with gusto by the company, on either guitar, drum, penny whistle, ukulele and even saxophone. The audience packing the hall showed their appreciation by the loud and long applause, which followed the end of the performance and again after the vote of thanks.

The Mikron Theatre Company started in 1971, when the director Mike Lucas decided to take theatre to people by performing at public houses and other venues adjacent to the canal system of England, in places where a regular theatre performance was never seen. At first he thought of covering the whole theatrical spectrum but he soon realised that the history of the canal system and similar stories would make excellent material.

This he has continued to do to this day, having acted in all the plays until 1985, the narrow boat "Tyseley" still being used as a moving base on the Summer tour.

From September to December, the same group of actors take the shows on the Autumn Tour, covering by van, many venues which are unable to be reached by canal. Whilst the nearest the company usually gets to us is Burnley, the Leyland Historical Society decided that acting of this standing deserved to be seen by the people of Leyland, and hope that it will not be too long before they can again perform in Leyland.

PETER HOUGHTON.

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Thanks to Mrs. Jean Brundrett for this extract from the 1932 edition of "*The Balshavian*", the magazine of what was then, Balshaw's Grammar School.

CHILD LABOUR - A DOCUMENTARY SURVIVAL

Introduction.

The present writer does not usually or lightly step onto the minefield of nineteenth century industrial or social history.

However, the recent availability of some documents surviving from the mid-nineteenth century which had local and indeed personal interest caused me, albeit with caution, to take such steps. The documents which became available were concerned with the registration of certain children in the matter of employment in a fairly local cotton mill, now demolished.

Child Labour in the Cotton Industry.

As this was a subject on which I was regrettably ignorant, beyond knowing that "it was a bad thing", I felt it was necessary to study, at least superficially, the background to its history. The literature on the matter is very extensive, and it is clear that the use (or abuse) of child labour in industry was as old as the industries themselves and indeed existed on an organised scale as early as Tudor times. I found the 1976 monograph by John Addy on the textile industry particularly helpful [Ref.1].

Apart from certain enlightened employers in the late eighteenth century, the use of child labour went on unregulated. The dawn of the nineteenth century saw attempts to introduce Parliamentary legislation on the practice, beginning with Sir Robert Peel's act of 1802 to limit work to a twelve hour day. A long series of further acts followed e.g., in 1819 to forbid the employment of children under the age of nine and limit to twelve the hours for those of nine to sixteen. In 1825 this latter Factory Act was amended to limit Saturday hours which were restricted to nine.

Between 1831 and 1850 further bills were proposed, in 1843 children aged nine to thirteen were limited to six and a half hours per day and the next year, 1844, saw the introduction of the "half-time" system whereby work was combined with a (minimal) education.

All these measures were proposed during a period of general reform in the country and were frequently (but to their credit not always) opposed by the employers who cried "ruin" as loudly as the reformers cried "shame". The position is also complicated by the fact that the adult workers often tried to read into the child labour restrictions similar hours limitations for themselves.

As the surviving documents to which I have referred, were issued under a particular Parliamentary Act, which is obviously a benchmark piece of legislation, I studied the transcript of it in some detail. In the account below, numbers in brackets refer to clauses in the Act.

An Act to Amend The Laws Relating To Labour in Factories

This very long Act dated 6 June 1844, [Ref.2] as indicated was an amended Act to an earlier one of 1833[Ref.3] entitled, "An Act to regulate the labour of children and young persons in the mills and factories of the United Kingdom".

The later Act clears up some rather imprecise points of the earlier one and adds new regulations, without cancelling much of the earlier regulations.

Clause[3] - Factory inspectors and Certifying Surgeons to have power of entry to works . [8] Surgeons who are to have no beneficial interests in the works are to issue "Surgical certificates of age". [9] certificates not required for persons over 16 or [13] for existing employees unless their age is doubted, [15] even if a surgical certificate is refused a true birth certificate may be accepted and [16], which is important, a certificate is needed before employing any young person.

[18] - [20] are clauses covering the conditions of the factory such as lime washed walls and use of types of machinery.

[29] A child who has completed its eighth year may be employed . [34] No child is to work more than a 6½ hour day but [31] where (from a previous act) a 10 hour day is in force, the child may work three alternate days of 10 hours each . [32] Females over 18 are to be treated like "young persons". [35] No child or young person to work on Saturday after 4.30 pm.

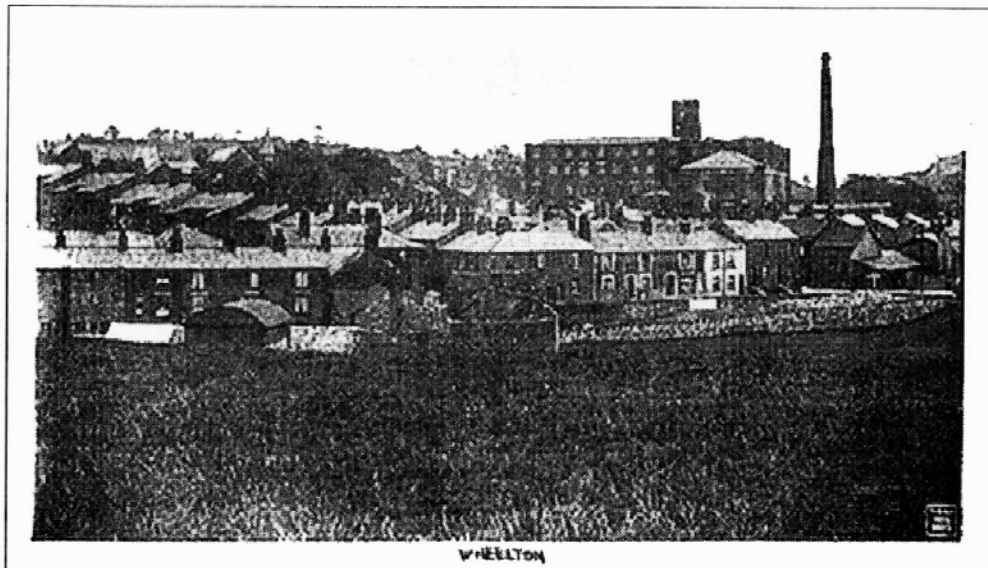
[36] Meal times, 1½ hours in total of which one hour is to be taken before 3 pm. [37] Four half day holidays between 15 March and 1 October plus Christmas Day and Good Friday. [38] Parents to cause the child to attend school after first day of employment then every working day for at least 3 hours between 8 am. and 6 pm. but 2½ hours in Winter, no school on Saturday. [39] Child to obtain certificates of school attendance. Occupier of factory to pay schoolmaster a sum not exceeding 2 pence per week but this is to be deducted from the child's wage, deductions not to exceed ½ of wages. [57] Penalty on parents for non-attendance of child at school from 5 to 20 shillings.

[73] Definitions - a "child" is a child under 13 years of age and a "young person" is a person between 13 and 18 years. Other dividing lines of children are at 8 and 11 years.

Surgical certificate format. The surgeon is to state, in the case of a young person, that he has examined him or her and that the said young person "has the ordinary strength and appearance of a young person of at least 13 years of age and that he believes the real age of the said young person to be at least thirteen years, and not incapacitated by disease or bodily infirmity from (i.e. prevented from) working daily in the above named factory for the time allowed by this Act" Suitably modified certificates covered children at least 8 years of age and also for those submitting true birth certificates.

Location of the Documentary Survival.

Victoria Mill, Wheelton near Chorley was opened by Peter Todd in 1859, first as a spinning mill, but in 1868 and 1892 weaving sheds were added and the factory greatly expanded. In due course much of the village housing was built by the employer for his workers. In later times the mill was taken over by a combine, Messrs. Joshua Hoyle, only eventually to suffer the fate of most of the Lancashire textile industry.



The story of this enterprise is interesting but cannot be retailed here. Suffice to say, that like so many textile mills it suffered from fires, in 1870, 1885 and 1928. As a final indignity, in 1968 when it was no longer used as a mill but only as a store place (for television sets and dried peas - a strange combination!), the single storey section again burned down and the mill had to be demolished.

During the demolition a few documents were found to have survived both the fire and the attention of the demolishers. Remarkably these consisted of a small quantity of "surgical certificates" numbered, but not continuously, from 88 to 177 and dated between July 1859 and September 1865, mainly nearer the first date.

These are of the standard form prescribed by the Act of 1844 and refer to young persons of 13 years and over. It is clear that these are the young persons being taken on when Victoria Mill was first opened in 1859 and soon after. It seems that Peter Todd did not employ any younger children as would have been permitted by the act.

Importance of the Survival.

These documents were rescued by Mrs Irene Vujovitch, of Euxton, a local and family historian, whose dissertation on Wheelton industrial and educational history is noted below [ref.4] and to whom the present writer is indebted for a recent discussion on the topic of these certificates. Two of the earlier certificates, both relating to the examination of thirteen year olds, are of particular personal interest as follows:-

No 96 dated 7th November 1859 refers to

Ellen Platt daughter of John and Ann Platt of Wheelton

No 97 dated 21st November 1859 refers to

George Bolton son of Miles and Mary Bolton of Wheelton

Discussion and Conclusions.

It is hoped that the above notes, though of necessity only a sketch, will give some flavour of the conditions and legislation of the period from which these certificates have survived. Although harsh by modern standards, and we do not know how scrupulously the Act was observed, it is clear that by 1859 there was a significant attempt to control the worst of the earlier abuses.

In these days when persons of up to the age of 18 seem for many purposes to be classed as "children" the former classification of 13 year olds as "young persons" seems to have an attractive logic.

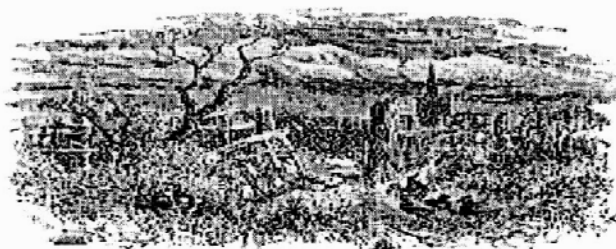
By an extraordinary portion of serendipity, Ellen Platt and George Bolton whose certificates are contiguous and who started in Victoria Mill, Wheelton, a fortnight one after the other, were to marry at nearby Heapey Parish Church on 8th June 1870 and thereby were in due course to become :-

THE GRANDPARENTS OF THE PRESENT WRITER.

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G.L.BOLTON.



MAX ERARD

The theatre is flooded with sound, coloured lights flash, drums beat, cymbals crash, the audience is enthralled. However the spectacle is not being created by an orchestra but by one man on a huge cathedral organ. The piece of music is called "The Storm", the man is called Max Erard.

He was born Frederick Coupe in 1880 at 90 Towngate, Leyland. His father Joseph came from Preston and was a weaver but later became a tripe dresser, selling tripe and peas from a horse and cart with a tram bell to attract custom. Margaret, his mother, came from Bretherton and was also a weaver.

Freddie was a natural musician and did not need to play from a score. While he worked at Leyland and Birmingham Rubber Company during the day, he entertained at local pubs during the evening. However, he was determined to become a full time professional entertainer and get into the big-time.

He married Maud Brennan from Southport, whom he met at a Blackpool pierrot show. Maud would sing to Freddie's accompaniment on the piano and in the early days they appeared at the Leyland Public Hall.

Initially they called themselves "The Viponds" but later decided they needed more impressive names. Freddie became "Herr Max Erard" (but tactfully dropped the "Herr" when World War I broke out), Erard was a well known make of piano. Maud became Zona Vevey; Zona from Zonaphone, a brand of 78 record, and Vevey (from a tin of milk) which was, and still is, the Swiss headquarters of Nestlé's.

Their act was one of the first drawing room turns to be seen on the halls. Zona was beautifully dressed and gracefully sang the simple tuneful songs Max had composed.

Max, however, wanted something bigger and more sensational. The result was a huge cathedral organ, weighing 8 tons, built by Norman and Beard and costing £2,000 (it was probably financed by Henry Broadhead, of the Broadhead circuit of theatres). Transport costs were about £50 a week, which was a considerable sum 80 years ago. Sometimes it travelled by rail, other times by road. Once when it was moved from the Hippodrome, Preston, to the Palace, Blackpool, it took 8 carts pulled by heavy horses, 6½ hours.

Their act now consisted of Max playing the organ at the beginning followed by his piano accompaniment of Zona singing.



She would also do dance routines, such as one in which she would step out of a big doll's box and do a stiff mechanical dance. In another she was dressed as a shepherdess and featured live lambs.

They were soon top of the bill at the theatres, including the London Palladium. One advert for the Preston Royal Hippodrome for Monday 22nd January to Friday 26th January, 1917, billed them as:-

Miss Zona Vevey — The international Idol
The Great Max Erard — England's Great Pianist and Author— Composer
and his Cathedral Organ.



Max Erard was at the height of his success during the first World War and the years after it. Full of nervous energy, he seemed to live mostly on milk! He was earning £450 a week and spent it lavishly. They had a large house near Kensington Palace called Cheyney Lodge, and made trips on the Mauritania and tours of the United States. Max loved cars and had Rolls Royces and Buicks. Zona always bought the finest clothes from the most exclusive shops.

With the success, however, came a certain arrogance. He turned down a Royal Command Performance because he objected to his position on the bill! Neville Cardus, the theatre and sports critic on the Manchester Guardian recalls, in his autobiography, an incident involving Max Erard. Cardus, in one of his notices, could not miss the opportunity for satire on Max and his 8 ton organ. Erard retaliated with a strong letter to the Editor threatening horse whipping!

Max never forgot his birthplace and he and Zona often visited Leyland between tours. He built a row of houses, called it Vevey Street and installed his parents in one, with the rent from the others as their income. He would often entertain the neighbours with an accordion, and helped Leyland Brass Band. Zona formally kicked off at local football matches and the Leyland team had Z.V. embroidered on their shirts.

With the coming of the cinema and radio, the late 1920's saw the decline of the Music Hall and of Max Erard's career. He was reduced to dwindling audiences and Zona decided to retire to their house in Wrea Green. The cathedral organ ended up in a cinema in Failsworth and Max got jobs where he could. In the thirties he became a seaside musical director at the Marine Gardens, Fleetwood. He had an orchestra for a season in the old bandstand in Morecambe and in Stanley Park, Blackpool. He also played the organ at the Princess Cinema and the Hippodrome in Blackpool, The Theatre Royal, Preston, the Blackburn Rialto and Bellevue in Manchester.

He made a mini-comeback in 1939 and 1940 in Leyland, with an electric organ, and for twelve months, he was in cinema management at The Palladium, Patricroft.

For a time he was landlord of the Commercial Hotel, Stalybridge, but that was not a financial success because he would not allow drinks to be served while he was playing to the customers. The end of his career saw him playing the piano in public houses. At the George the Fourth in Smithfield Market, Manchester, the customers got up a benefit for him, which he greatly appreciated.

During a period of power cuts in the harsh winter of 1947, Max Erard died of pneumonia on February 5th, aged 66. Zona Vevey died six years later and they are buried in Southport cemetery, beneath an undistinguished grave-stone.

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MICHAEL PARK.

* * * * *

SIGNOR PASTORE AT EUXTON

"Chorley Guardian and Leyland Advertiser" 22nd February 1879

On Saturday last, Signor Pastore, the well-known, or the soon-to-be-well-known prestidigateur, gave his startling entertainment in the National School of the above village. The evening was, unfortunately, something more, if possible, than exceedingly wet, and the audience, therefore, comparatively small, yet surely never were audience and conjurer more en rapport. From the opening trick, if trick it were, and not something uncanny, wonder and laughter, surprise and incredulity, trod fast on each others heels. Of course, the wonderful hat, which had so long carried its motley resources unknown to its owner, was made to disgorge, and in the same hat, by-and-bye, the usual cake was made and baked; but, out of the usual course, was the knowing bell which, although a stranger, told the Euxton people of their own affairs, and the glass of water which vanished only to re-appear, and the hand which possessed in its own five digits the three senses usually distributed amongst different organs of the body, of smelling, feeling, and seeing. To close the performance, and to add still more to the wonder of the audience, the Signor was bound by two young gentlemen, and a glass of water placed on his head, yet immediately the curtain was closed he was free, and giving a serenade on the tambourine etc. — Mr. Goss moved a vote of thanks, which was passed unanimously. — In reply, the Signor said that he had had much pleasure in coming to Euxton, and helping to give parochial matters a lift. He hoped that when he came again he would bring better weather with him, as well as his friend and colleague Mr. Sidney, who was unfortunately unable to assist him that evening owing to an attack of illness.

Thanks to Mr. Bill Waring for this and other extracts from *"The Chorley Guardian"* of old.

LIEUTENANCY PAPERS

In 1588, when it seemed certain that the Spanish Armada would attempt an invasion of England, a general instruction was issued by Lord Strange who was the acting lieutenant for Cheshire and Lancashire, as Lord Derby was on the Queen's business in the Netherlands. The instructions to his Justices of the Peace were issued as follows:

“Cause to be made ready all such beacons as are next adjoining unto you, and the watch to be kept at every one of them. Also, to order the Constables to take all idle and vagrant persons within their Townships and Hamlets, and to take and examine all News and Tale-Carriers, and other insolent Persons that should raise any Rumours among the common people.....”

The cost of these preparations and precautions, the lord lieutenant arranged to be carefully divided among the parishes and township of each hundred. This was the kind of apportioning that had to be done in each area.

A Taxation of Money in Manchester Division towards watching of the Beacon of Rivington Pike, and carrying of Armour from Cross Hall near Lord Derby's home at Lathom:

The Manchester Parish		
Manchester	11s	8d
Salford	4s	6d
Withington	15s	8d
Stretford	4s	6d
Chorlton		6d
Cheetham		12d
Redditch	4s	6d
Total	<u>42s</u>	<u>4d</u>
The Eccles Parish		
Worsley	4s	2d
Barton	6s	8d
Pendleton	2s	6d
Clifton		14d
Pendlebury		12d
Total	<u>15s</u>	<u>6d</u>
Flixton & Urmston	<u>3s</u>	<u>4d</u>
Prestwich	3s	3d
Pilkington	4s	6d
Total	<u>8s</u>	<u>0d</u>

Total for the Manchester division is **£3 2s 2d**.

It is noted that the total for Prestwich and Pilkington appears to be incorrect, but the total agrees using the 8s. amount. Rivington beacon was a necessary link in the chain of "red flares" which sped the message of invasion until it roused the burghers of Carlisle.

From *Historical Interpretations Volume 2*. J.J.Bagley.

A.SEGUS.

THE STATION BRIDGE AT LEYLAND

In Issue No.30 of "*Lairland Chronicle*", February 1983, the question was asked in "Notes and Queries" – "why, on the 1849 6_ O.S. Map, was the 'Railway Hotel' near Leyland Station marked as the 'Railway Bridge Inn' although it is not at all certain if there was a road bridge or what form it took?" Whilst most queries in this interesting series produced an answer, this particular query did not. At that time, the society obviously lacked a member with sufficient interest in railways to come up with the answer, and so the matter rested.

Interest was rekindled however, when a sketch of Leyland Station and Level Crossing in 1878, by one William Dawber, was deposited in the South Ribble Museum and Exhibition Centre on Church Road, Leyland (note). This still did not provide the impetus to further enquiry, but the arrival on the scene of our present Chairman, Peter Houghton, with his knowledge of "all things railways", finally worked the oracle. In his article in last year's Chronicle, "Leyland Railway Station", it is clear that the level crossing had been done away with by 1880. Since tradition has it that the bridge was finally built because of the number of accidents on the crossing, it was decided to look through the local papers of the day, to see what could be found in the years leading up to the construction of the "Station Bridge" — a feature that altered, not only the road system, but the whole topography of the area.

Fatal Railway Accident at Leyland.

On Wednesday September 23rd., 1874, when on his way home from school, John Calvert, aged 8, of Farington, was killed on the level crossing. The 5.25 train to Preston had just left the station, when the Preston to Crewe express came through at speed and struck the boy who had just started to cross the line – death was instantaneous.

At the inquest, opened the following day at the "Railway Inn" before Mr.W.Gilbertson, Coroner, evidence was given of the circumstances of the fatality, and Peter Calvert, self-acter minder, of Farington, identified the body as that of his son. The enquiry was adjourned until Monday October 5th., 1874.

At the resumed inquest, Mr John Rogerson, relieving officer for Leyland district, stated that, "at 5.30p.m.on the 22nd September(sic) he was on the West platform at Leyland Station and saw the deceased standing in the semi-circle in which the wicket-gate for foot-passengers crossing the line revolves. The train from Manchester started and then the deceased attempted to cross the line when he was struck by the outside buffer of the engine of the express, which came up at that moment, and was thrown some distance forward. He was very much mutilated. — In reply to questions, Mr.Rogerson stated that "he had never found the gate locked prior to the accident, and that at the time of the occurrence he was not aware whether any of the Company's servants were present to prevent the boy going through the gate." Peter Calvert, the boy's father, corroborated the above.

Richard Noble, manager of the signal box at Leyland Station, and his assistant William Counsell, were closely examined as to procedure at the station with regards to the passenger gates at the crossing.

Counsell stated that at the time of the accident the gates were open to allow the passengers from the Manchester train to leave the station. He also explained that it was his duty to attend to the wheel which opened the Railway gate, and the lever by which the wicket gates were opened. He was in the habit of locking the gates regularly, prior to the accident, when through trains were due, except when he saw that there was nobody about.

Richard Noble said that their orders were to lock the wicket gates when they saw danger. He thought Counsell was justified, knowing the express was coming up, to open the gates to let the passengers out. Since he had been in the Company's service at Leyland, there had been about half a dozen people killed at the station, but not at the crossing.

The coroner said that it was evident that the crossing was a very dangerous one and asked the jury if they had any representation to make to the railway company, with the view of inducing them to erect a bridge over the line. At the request of the jury, the inquest was adjourned and the coroner promised to request Mr. Carr, the Company's secretary, to attend the adjourned enquiry.

The inquest on John Calvert was resumed on Wednesday November 18th, 1874 before Mr. Gilbertson. No additional evidence was heard and the coroner gave the verdict: "Killed accidentally by a Lancashire and Yorkshire train. Due mainly to the negligence of the North Union Railway Company in not providing a better accommodation for the crossing." The jury expressed their indignation in the manner in which the Company have ignored the repeated representations to the urgent necessity for the erection of a bridge. Various recommendations were made to improve the safety of the crossing and they asked for their remarks to be transmitted to the Home Secretary as well as the Board of Trade. But, as Peter Houghton shows in his article, it was to be the increase in the number of lines from two to four that was the reason for the building of the Station Bridge and not the shocking accident to poor John Calvert.

When was the Bridge Built?

First indications in the local press of the widening of the North Union Railway occurs in the Chorley Guardian of January 12th 1878, when the Leyland Local Board reported traffic problems caused by Messrs W&A Ascroft taking down the Rose Whittle Bridge on Back Lane, prior to the widening of the track, without the consent of the Local Board. One presumes that Messrs Ascroft proceeded with all haste in the matter as the Railway Company were liable to a fine of £20 per day whilst Back Lane remained impassable.

Some three weeks later the demolition of Bent Bridge was reported. This time, presumably, permission had been obtained as preparations had been going on for some time for what was to be a tricky operation. "A little before noon on Sunday, January 27th (1878), the bridge was blown down by dynamite. A large staff of workmen were engaged, and the line was cleared in the course of a very few hours. A service bridge has been constructed pending the erection of a new permanent one. Notwithstanding the inclemency of the weather the operations were witnessed by hundreds of spectators." This event was no doubt talked about in Leyland for many years.

By the end of the year work was obviously proceeding apace but was to be marred by yet another tragedy. On Thursday November 26th, Charles Thomas, one of a group of men working on the widening of the railway at Leyland, was hit by the 3.15 express from Preston and was killed instantly. Thomas, a native of Wales, had been lodging at 7 East Street, Farington. The body was removed to the "Railway Inn" at Leyland. That same afternoon three people had a narrow escape from a passing train when using the crossing at Leyland Station – obviously, the new bridge had not yet been built.

No account of the opening of the new bridge was to be found in the Chorley Guardian, but an account of the new Railway Station at Preston on Saturday, September 20th 1879, went on to say, "Two large bridges have been thrown over the railway at Leyland and Farington crossings, and small bridges at other points." Sometime during 1879 the new bridge had been completed.

* * * * *

Just why the public house was referred to as the "Railway Bridge Inn" on the 1849 O.S. Map is still unclear. An earlier reference to the name occurs in the Tithe Award of 1838 when the owner was Edward Boardman and the landlord John Noble. The name, "Railway Bridge Inn", persisted in directories and Census records until 1861 but by 1866 the name had become, what it is known as today, the "Railway Hotel".

One can only presume that the intention had been to build a bridge soon after the opening of the railway line through Leyland in 1838, but, for one reason or another, it had not come about. Present day Leylanders know only too well that there can be a long, long time between the thought and the deed.

Note.

Mr W.Dawber's sketch of the Leyland Station and Level Crossing in 1878 is framed and on display in South Ribble Museum. It also appears as an illustration in member David Hunt's "*History of Leyland*" on page 96.

References.

Chorley Guardian and Leyland Advertiser : the following editions :-
26th.Sept. 1874; 10th.Oct. 1874; 21st.Nov. 1874.
8th.Feb. 1878; 9th.Nov. 1878; 27th.Sept. 1879.
Tithe Award of Leyland, 1838. Rent charge book at Leyland Library.

Acknowledgement.

The staffs of the Chorley and Leyland Libraries for their kind assistance.

W.E.WARING.



A LEGEND EXPLAINED

Many Leylanders are familiar with the legend of the cat which took the building stones from Whittle to Leyland which led to the founding of St. Andrew's Church. Some will dismiss it as just another of those fantasy stories, yet there are similar tales elsewhere in Lancashire (old boundaries).

At Winwick and Burnley pigs removed the foundation stones; angels were held to be responsible at Rochdale. Newchurch in Rossendale and the old church at Salmesbury have strange happenings resulting in the original site not being built on.

So many stories cannot easily be dismissed, and suggest a basis in historical fact. Watkins, in *"The Old Straight Track"*, suggests a dispute between early Christian leaders who objected to "pagan" sites or stones. When the issue was decided, defeated and winner could see the agency of devils or fairies. I go along with this view but differ in the interpretation of the nature of the dispute.

I would suggest that the dispute between Christian leaders was one between the Celtic and Roman Churches in the seventh century. Before St. Augustine came to Britain in 597, there already existed pockets of Christianity. Britain was not the barbarous, heathen country converted by the brave and heroic Augustine. Celtic missionaries had been very active in Scotland and Northern England but their efforts only produced a veneer of Christianity. The people were fickle and reverted to paganism quite readily when opportunity arose. When rulers changed and were of a different persuasion it was politic and plain common sense to follow their lead in religious matters.

It is quite probable that early Christianity, in the Leyland district, owed much to the Celtic missionaries. Basically there was little difference in the beliefs of the Celtic and Roman Churches but there was a major point of issue regarding the date of Easter. The Celtic Church followed the lead of Alexandria in claiming St. John as their authority, whereas Rome claimed St. Peter.

The matter came to a head in the seventh century in the kingdom of Northumbria, where the king, Oswy, brought up in the Celtic tradition, had a wife of Roman persuasion. While Oswy was celebrating Easter his wife was still observing Lent. Oswy called together the differing factions in order to settle the issue once and for all. The meeting took place at Streanaeshalch, known to history as the Synod of Whitby, in 663, where the momentous decision was taken that the Church of Northumbria should be part of the Church of Rome.

Not everyone was satisfied. The Celtic Bishop, Colman, and his followers left for Ireland to continue their separate observances. One can imagine the confusion, despair and bitterness that followed. Certain practices and observances must be abandoned and replaced by others which had previously been condemned or frowned upon.

The majority would have accepted and followed the king's decision but there would be those, like Colman, who would not or could not change their allegiance. They might appear to conform outwardly but secretly they would follow the "old practices".

The defeated Celtic adherents, living in a culture where superstitious practices were slow to die, would be quick to attach blame for the plague, which seemed to follow closely on the heels of the Synod of Whitby. To simple minds, the victory of the Church of Rome was due to supernatural agencies and the plague was the wrath of God.

Was there a dispute in this area? Did some follow Oswy's lead while others clung to the Celtic rites? Did the Celtic practices persist in Whittle despite the pressure from Leyland to conform? Was the triumph of one building site over another representative of the victory of Roman over Celtic? The cat is the supernatural agency and the dead men (killed by the cat) represents the deaths due to the plague.

Is it a coincidence that in Whittle there are churches dedicated to St John and St Chad? The Celts based their claims on St John, and St Chad was a Celtic missionary, who later followed Rome. In Leyland the church is dedicated to St Andrew, the brother of St Peter, on whom the Roman claims were based.

In spite of the defeat of Celtic observances, the work and names of the Celtic missionaries are not forgotten in Lancashire. Of the Roman Catholic Churches in the old county of Lancashire, before re-organisation, there are 37 dedicated to the Celtic stalwarts of Christianity.

Churches dedicated to:

St Aidan	3
St Chad	4
St Columba	6
St Kentigern	4
St Oswald	6
St Patrick	12
SS Aidan and Oswald	2

EDWARD ALMOND.

THE POST OFFICES IN LEYLAND

The retirement of Mr George Eastham from the position of Postmaster at Leyland was reported in the Leyland Guardian of 26 April 1946. Mr Eastham had come to Leyland in 1921 when the position was that of subpostmaster. At that time the post office was in the old Employment Exchange on Chapel Brow, but then moved to a temporary building across the road. A further move took place to yet another temporary building on East Street until, finally, the new General Post Office on Hough Lane was completed in 1929. (see last year's "*Lairland Chronicle*" No.40, page 40.)

W.E.WARING.

A BRIEF HISTORY OF LEYLAND & DISTRICT CHRYSANTHEMUM SOCIETY

The society was formed in the year 1945, at the end of the second world war. Three local men, J.Balderstone, H.Harrison and N.Cusheon, who each had an allotment on the lower end of Westgate (which in those days was a cul-de-sac), decided to try to start up a local show.

It was at about this time that the Leyland & District Agricultural Show, which had been held annually on Worden Park, was in decline. It was felt that something should be done to keep an interest in the Horticultural sections which were always well supported in Leyland. Consequently, it was arranged to hold a meeting in the A.R.P. rooms, which were behind the Public Hall, near where the new Police Station now stands. There were probably about twenty people at that meeting and it was unanimously agreed that another meeting should be called later to elect a Chairman, Secretary, Treasurer and Committee.

The next meeting was held in the school belonging to the Congregational Church (now the United Reformed Church), in Hough Lane. The first Chairman, elected at that meeting, was the late Mr.John Hutcheson of Church Road. The Secretary was Mr.Alfred Grime, who also took on the duties of Treasurer. The committee was as follows:-

Mr.H Harrison.	Mr.J.Balderstone.	Mr.W.Cusheon.
Mr.B.Walsh.	Mr.F.Barnes.	Mr.J.Mayoh.
Mr.Chamberlain.	Mr.Bob.Holt.	Mr.Grimshaw.

The first show was held in the Congregational School and, owing to the lack of experience and cash, could hardly be viewed as a resounding success. Competition at that first show was for cards only, fees were sixpence per entry and all the exhibits were auctioned off at the end, to raise funds for the society. In that way, the society managed to accumulate a small fund and at the Annual General Meeting, which was held the following January, it was decided to carry on, to hold a Summer Show in September and to expand from a purely Chrysanthemum Society into one which also included vegetables.

Around this time several new members were enrolled. These included Mr.Alan Butterworth, Mr.J.Lowe and Mr.C.Hoey. Mr.Butterworth, who had been Secretary of the now defunct Agricultural Show, became the Society's Secretary and held this post for a number of years. Mr.Lowe and Mr.Hoey both became Chairman of the Society in future years. Mr.Hoey was a well known Chrysanthemum grower and exhibitor who became a valuable asset to the Society both as an exhibitor and councillor. Around 1946/7 Mr. Hutcheson resigned as Chairman and Mr.Hoey became Chairman in his place. Mr.Lowe took over this post in 1956.

The first President was Mr.Redmayne from Moss Lane, followed by Mr.Grundy and then Dr.Fotheringham took over. Mr.A.B.Church followed and was President until 1980 when he retired to be replaced by Mr.S.T.D.Kelley. In 1987, Mr.Kelley died and Mr.Bob Holt, one of the original committee, was invited to be President. He agreed, and still holds that office to the present day.

Needless to say, over the years there have been many membership changes. The Society includes a number of long serving members but recruiting is taking place all the time, creating an interest in Horticulture throughout Leyland and South Ribble.

In the early 1960's, Floral Art was introduced into the shows and some representatives of the Leyland Flower Club joined the committee, thus increasing interest in the shows. Consequently, in 1966, it was decided to try a "Rose Show" which was to consist of rose classes and Floral Art. This venture proved very successful.

In 1970 The Preston Cacti Society asked if they could combine with the Society as they had run into difficulties on their own. At first they came to the Rose Show which increased the numbers and was beneficial for them. However, it soon became apparent that this was not profitable for the Horticultural Society, as the Cacti Society charged neither door money nor entry fees of their members, yet the Show awarded prize money to all classes, including those for cacti. For this reason the Society decided to abandon this exercise and to include cacti classes in the show for everyone to enter.

Difficulties then arose, as the Public Hall was being renovated and a new venue had to be found. In 1972 the Rose Show and the Late Show were held in Prospect House, the Summer Show in St. Andrew's Church Hall. Although Prospect House is a little off the beaten track, visitors numbers fluctuate from year to year and the show is usually well supported. In any case, it was no longer feasible to use the Public Hall, as a carpet had been laid.

In 1972 also, Mr. Eddie Reynolds was elected Chairman following the death of Mr. J. Lowe. Mr. Reynolds is still Chairman and show manager to the present day. Over the past few years, Mr. R. Holmes and Mrs. Emily Reynolds have been presented with Horticultural Medals on their retirement from active service to the Society.

In 1975, the Late Chrysanthemum Show was abandoned because of lack of support. The other two shows are still held each year. Regular monthly meetings are held, at which there are slide shows and lectures of general and gardening interest. These have become more popular as the years have progressed.

The Society has been very fortunate over the years to have the continuing support, firstly of Leyland Urban District Council, and later, South Ribble Borough Council, also the Royal Botanical and Horticultural Society of Manchester and the Northern Counties. For this support, the Society is very grateful.

This year [1995], is Golden Jubilee Year for the Society. May it flourish in the future. 2045 will be the Centenary! Let us hope that some of the younger members may still be around to carry on the good work and keep the Society going.

E. REYNOLDS.

LEYLAND TO BLACKPOOL AND FLEETWOOD

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

Following our departure from **Leyland Station**, we travel North along the West Coast Main Line, the line between London Euston and Glasgow. This was built and opened by the North Union Railway on 31st October 1838 from Wigan to Preston, being a continuation of the Wigan Branch Railway from the Liverpool and Manchester Railway. Following the rebuilding of the main stations on the line, together with the closure of the other smaller stations, Leyland's Platform 1 is probably the oldest used platform on the whole West Coast Main Line.

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

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

Following a World War I connection for Leyland Motors (1914) Limited, the diversion of the bridle road enabled extra connections to be made to the foundry buildings, where the long siding went across Carr Lane into the centre of the foundry complex.

The later sidings into the Spurrier Works, though unused for many years, still contain a diesel shunter. This site, hopefully, will be Lancashire Enterprises new channel tunnel terminal, being the only signal controlled direct connection on to the West Coast Main Line. The cross overs and points lead over to the right, as we reach the remains of the Lostock Hall marshalling yard. Farington Junction leads off to the right with the electric exchange sidings along Farington Old Curve, before it meets the present day Preston to Blackburn line at Lostock Hall junction. This line is used for freight, re-routed London to Glasgow lines via the Settle and Carlisle Railway and occasional special trains.

A new housing estate now covers the site of Lostock Hall Motive Power Depot which replaced the original North facing junction of the Blackburn & Preston Railway, opened on 1st June 1846. A little over two months later the company was taken over by the East Lancashire Railway, which then proceeded to acquire the Liverpool, Ormskirk and Preston Railway on which construction had yet to start. It was completed in 1849 and crossed the main line to join the Blackburn line at Lostock Hall where trains from Liverpool had to reverse to reach Preston. This awkward arrangement lasted until the direct line into Preston was opened on 2nd September 1850.

Between the next bridge, Croston Road, and the bridge taking the East Lancashire Railway over the West Coast Main Line, was situated **Farington Station**, an all timber construction typical of the London & North Western Railway. The station closed on 7th March 1960.

As we head downhill through the Lostock Hall cutting, we reach Farington Curve Junction, where the lines to Ormskirk and Blackburn emerge from the left. These lines were opened on 1st July 1891 and 25th June 1908 respectively, to supplement the direct line into Preston from Bamber Bridge. This was the site of the famous Glasgow to Blackpool direct service which travelled through Preston twice. At first it went South through Preston on the East Lancashire lines to Bamber Bridge, then travelled West along the Liverpool line to Farington Curve Junction. Here the train headed North again, back onto the main line and through Preston Station on the West side, before it turned at Fylde Junction to head off to Blackpool.

As the train heads under the correctly named Skew Bridge, the goods lines diverge on the left. The cutting that we have been travelling through suddenly becomes an embankment, with the flood valley of the River Ribble stretching out below. An embankment can be seen below and to the left. This led to either the West Lancashire Railway Station at the bottom of Fishergate, or the railway's route to Southport now buried under the Penwortham bypass. To the right the embankment again split to form a triangular junction with the East Lancashire Railway, thereby enabling the Southport trains to enter the main **Preston Station**.

We now approach **Preston Station** over the North Union Bridge, which was completed in 1838 by the engineer Charles Vignoles. This masonry bridge had five arches of 120ft. span and the rails were 44ft. above the river. The bridge was widened in 1879 and the girder bridge was added in 1904. As we travel over the bridge, on the right can be seen the former East Lancashire Railway bridge and embankment, this was originally a long viaduct but was filled in to ensure stability. On a clear day, beyond this bridge can be seen the rebuilt Tram Bridge on the route of the tramway between the two detached portions of the Lancaster Canal, at Walton Summit and Preston.

On the approach to the station can be seen the North Union yard(L), where the electric locomotives were formerly parked. The track on the left forms the Ribble Branch Railway which descends from the main line on a steep gradient, part of which is 1 in 29. The sharply curved single line passes through a 145 yard tunnel at the foot of Fishergate Hill, beyond which there is an acute angled level crossing over Strand Road. The building on the right on the top of the hill used to be the Preston Park Hotel, designed by Arnold Mitchell, an Oldham architect, and opened in 1882. The hotel was owned jointly by the Lancashire and Yorkshire Railway and the London & North Western Railway. A private covered way and foot bridge led from the South end of the main island platform directly to the hotel.

We will probably arrive at Platform 1, this being the usual departure platform for the Preston to Blackpool trains. At the moment the only exit from the station is via the subway as the foot bridge to the main entrance is currently being renovated.

We should however, be remaining on Platform 1 for the train from Colne to Blackpool South that will take us to Blackpool Squires Gate Station.

Preston Station.

The station that we see today with its six working platforms is much reduced and better planned than the previous station which had a total of thirteen platforms on this site. With all the various railway companies coming into the town, at one time there were five stations serving Preston. By 1844, however, all except the Preston to Longridge line were using the North Union station. Four years later the Board of Trade inspectors were already commenting on its inadequacy, a state of affairs that was to grow much worse and see no remedy until 1879.

When the East Lancashire Railway entered Preston in 1846, the North Union Railway carried on with their rivalry, while their successors the LNWR and LYR, were never able to agree on the sharing of costs. By the end of 1865, a deputation from Preston Corporation approached the directors of the owning companies in the hope of persuading them to build a new station but there was no response beyond painting and cleaning.

Part of the large refreshment room on the main island platform was originally the dining room where passengers between London and Scotland took meals before the days of restaurant cars. Being allowed twenty minutes for a whole train to dine must have been a sight to behold. At first the arrangements were of a rather rough and ready order, a perspiring woman carving for a crowd of passengers who were anxious not to lose a precious minute of the time allowed. Later, however, the LNWR took the catering into its own hands and the meal became more orderly.

In 1879, a new main entrance from Fishergate bridge was opened by the joint companies. A year later a new entrance and booking office solely for the LYR was opened in Butler Street and replaced by a third on that side of the station during the 1913 extensions. Simplification of the track layout and rationalisation of services in 1971-72 in connection with the electrification reduced the station in size. The trains on the Blackburn and Ormskirk lines were concentrated on the route via Farington Curve Junction, enabling the East Lancashire platforms to be closed. The Western most island platform, dating from 1903, has lost its overall roof and is now confined to parcels traffic.

If you look at the trains that used the platforms at Preston in 1947 you can see how the station served a more railway rather than car orientated general public.

<u>Railway Co</u>	<u>Old PlatformNo</u>	<u>Present Platform No</u>	<u>Trains to</u>
LNWR	1	Royal Mail	Blackpool. Fleetwood
LNWR	2	Royal Mail	Manchester. Liverpool
LNWR (NUR)	3	1	Wigan. Manchester
LNWR (NUR)	4	2	Blackpool
LNWR (NUR)	5	3	Lancaster. Glasgow
LNWR (NUR)	6	4	London. Manchester
LNWR (NUR)	7	5	Liverpool via Wigan
LNWR (NUR)	8	6	Blackpool
LYR (ELR)	9	Unused	Blackburn. Ormskirk
LYR (ELR)	10	Demolished	Southport. Ormskirk
LYR (ELR)	11.12.13	Demolished	Blackburn. Southport

Preston to Blackpool South

Leaving the platform at **Preston Station**, we pass under Fishergate bridge, formerly a tunnel before the rebuilding of the station in 1879. County Hall is on the left, whilst on the right there are the remains of the large goods area and the terminal basins of the Lancaster Canal. These are now covered by the new extension of the Ringway and the British Rail headquarters building of Ladywell House. This is now separated from the railway by the road.

After the new Ringway under bridge, the Preston Power Signal Box which is on the site of the Engine Shed, controls all movements of trains West to Salwick, North to Tebay on the main line to Scotland and South to Warrington and Blackrod. As we take the Blackpool line left at Fylde Junction, the Lancaster line continues straight ahead, while on the right the remains of the Longridge line heads towards Deepdale. The new car park covers the site of the original terminal station of the Preston & Wyre Railway, which had two tracks crossing the Lancaster line on the level, the site of one of the railway's first accidents.

The Preston & Wyre Railway as a single line was opened on 15th July 1840 when a long special train left the North Union station, reaching Kirkham in twenty five minutes, Fleetwood being achieved in an hour. In 1844, the Preston & Wyre, Manchester & Bolton and the Bolton & Preston railways ran excursions to Fleetwood carrying passengers at half fare in open wagons. It thus achieved the distinction of being the first railway to encourage this type of traffic. Over 60,000 people used the service that summer. The line was doubled in 1846, while in 1889 the section from Preston to Kirkham was widened to four tracks.

As we round the curve, we pass St. Walburge's Church steeple which, at 315 feet, is the third highest in England. On a clear day its white limestone faces shine out and can be seen for miles. On a Winter's night, when conditions are correct, the Northern lights can be seen dancing on its white surfaces. It was designed by Hansom of Hansom cab fame, and it stands on a foundation of the original stone sleepers from the first track laid on the Preston to Lancaster line which were later replaced by timber.

Passing over Maudland Viaduct, we can see Strand Road and Watery Lane below to the left, with Preston dock now adapted to its role as a pleasure boat marina rather than a working port. The demolition of the British Aerospace factory has now been completed, this being the site of Dick Kerrs, the famous tram factory. On the right, the trees on the embankment hide the truncated end of the Lancaster Canal where the canal used to go over the aptly named Aqueduct Street.

The new Ingol bypass (R) now accompanies the railway under Blackpool Road past the site of Lea Road Station, which closed in 1938. The lines at this point acted as water troughs for the old LNWR expresses. Where the railway and road divide, Savick Brook passes below. This is the proposed route of the Ribble Link Trust between the Lancaster Canal and the River Ribble, thereby enabling boats to travel from the present connected inland waterway system to the isolated Lancaster.

Heading out onto the Fylde with the Lancaster Canal a few fields away to the North(R), we soon reach the green field site of the British Nuclear Fuel's complex at Salwick. Whilst the factory is still connected to the main line, the internal rail system and its locomotives were, until fairly recently, being restored by a preservation society.

After the next bridge we pass through **Salwick Station**, now only occasionally used in the early morning and early evening by workers from the BNFL factory. The station once had an attractive island platform with buildings removed in the late 1970's. Positioned at the far end was a unique wishing well surrounded by flower beds. We then head towards the station between Kirkham and Wesham, the town of Kirkham being situated on the raised ground to the left. As we enter **Kirkham & Wesham Station**, the through express lines pass on the right of the long island platform with the original buildings still being in situ.

On leaving Kirkham, is the Railway Hotel,(L) while on the right is Fox's biscuit works, renowned for their quality. To the left also, is all that remains of Kirkham's once extensive goods yards and sidings. Just ahead is Kirkham North Junction, the traditional railway gateway to the Fylde coast, where final routing of trains to Blackpool South via the coast line takes place. This signal box was once the most important in the Fylde area, controlling movements for this line, the Blackpool North line and the closed direct line to Blackpool Central.

At this point we enter the now entirely single track branch line to Blackpool South. All the down line section to beyond Moss Side was finally lifted in June 1986. Passing underneath the over bridge of the A583 Preston to Blackpool road, on the right can be seen the line of trees showing the former route of the Lytham branch line from the original Preston & Wyre Railway opened in 1846. Subsequently this route was shortened when the new line was opened in 1874. Reaching the next over bridge which marks the site of the once pleasant village station of Wrea Green, which, despite closure in 1961, is currently the subject of a proposed reopening scheme. All traces of the old station have been swept away.

Wrea Green is only a mile's brisk walk from the next station, **Moss Side**, reopened in November 1983. This replaced the original station closed in 1961. The station re-opening scheme was carried out with financial assistance from Lancashire County Council and has proved useful to visitors to the nearby hospital. Shortly after Moss Side, a first distant glimpse of the famous Blackpool Tower is afforded (R). After travelling on a section of embankment, the track is slewed across on to the old down line alignment and as we approach the outskirts of Lytham, the former line of the Lytham Dock branch can be seen (L).

A very opulent **Lytham Station** adorned the area here, in keeping with rows of ultra respectable Victorian villas in a sylvan setting. The station has a classic frontage with awnings over both platforms. The line from Lytham to Blackpool was originally a separate company with no connection with the Preston & Wyre Railway but in 1871, they were amalgamated with a new connecting line at Lytham. As we depart, we see a new car park (L).

This was once a bay platform where the Lytham motor train departed. This strange little locomotive with a single coach provided a shuttle to Blackpool Central. Introduced in 1913, it ran until the Second World War and was never reinstated.

Continuing through the delightful Lytham Witch Wood and under Skew Bridge, we approach the site of Ansdell goods yard, now covered by flats and an ambulance station. The next over bridge brings **Ansdell & Fairhaven Station**. Once an island platform with substantial buildings, it was de-staffed in March 1971. All the buildings were demolished in 1972, though the platform has been re-surfaced and a new waiting shelter provided. Next to the station is Royal Lytham and St Annes golf course, famous for many tournaments.

The next station, **St Annes**, which once boasted fine facilities, is the best appointed on the line. In 1985, the station was completely demolished to make way for a Safeways supermarket and a pleasing little replacement building has been erected. On the left as we leave St Annes stand the remains of the last signal box used on the line until 1983. Gathering speed, we pass St Annes Old Links golf course (R), where close by, was once a station called Gilletts Crossing Halt which closed in 1949.

As we enter the outskirts of **Squires Gate Station**, we can see the adjacent Blackpool Airport (R), while to the left the back of the Pontins Holiday Camp encroaches on the station. We leave the train at this station, though for continuity in this account, we will follow the train to its terminus. The train continues through residential properties on both sides of the track approaching Burlington Road Halt. This was closed in 1949 and reopened in April 1987 as the new Blackpool Pleasure Beach Station.

After passing the site of the old South Shore station closed in 1916 on the opening of Blackpool South, the train goes under the last bridge before reaching the short platform that is all that now remains of the Blackpool South Station. Here the coast line used to meet the direct line from Kirkham for the final journey to Blackpool Central Station. Now the extension from the M55 takes the traffic into the large car park that covers the station and its approaches. The Blackpool Central Station was closed in 1964, and the direct line to Kirkham in 1965.

The Blackpool & Fleetwood Tramway

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

Having walked down Squires Gate Lane from the station, we cross the Promenade to the terminal loop of the tramway at Starr Gate. The eleven mile course of the tramway along the Fylde coast has an involved history. It was the result of amalgamation of the 1898 Blackpool & Fleetwood Tramway Company, whose headquarters were at Bispham depot, and the Corporation tramways. The line did not become a through route until 1920 under the Corporation and it was a further ten years before a regular service operated all the way from the promenade to Fleetwood.

A private enterprise firm operated from Cocker Street to South Pier from 1885 and sold out to the Corporation in 1892. The Corporation then converted from a troublesome underground conduit system to overhead wires and extended the system at both ends until, with the 1926 extension of the line from the Pleasure Beach to Starr Gate, it assumed its present proportions.

The coastal route, however, was part of a much more extensive system and between 1896 and 1937 covered inland to Layton, Squires Gate and Marton. This was as well as the Gynn Square to North Station and through to Lytham from Squires Gate. The routes started to close down with the Central line in 1936, the Lytham Road line in 1961, the Marton route in 1962 and finally in 1963, the Dickson Road route. This left the present coastal route from Starr Gate to Fleetwood.

The tram fleet has changed over the years, with 141 modern centre entrance trams being purchased from 1933 onwards, including 25 of a new 8 ft wide design introduced in 1952. In 1960 the Corporation introduced modern centre entrance trailers. More recently, thirteen cars have been rebuilt for one man operation, and in 1979 a new 98 seat double decker was built in the Corporation's workshops. Here a second similar car was finished in 1982. These were joined in 1984 by a completely new single deck car, planned to be the first of a class of ten. The present fleet consists of 26 double deckers, plus 51 single deckers of six different types, and ten illuminated or engineering cars.

Leaving Starr Gate on open track which soon changes to "paved in" track, we pass, on the right, rows of 1930's built hotels until we reach Harrowside. Passing further hotels we soon come to the Sandcastle, which stands on the site of the old South Shore baths. On the right is the most visited place of entertainment in Blackpool, the Pleasure Beach. There is a loop and turning circle for trams at this location. Opposite here the tram route to Lytham Road terminated at the South Pier until 1961. The next main stop is Waterloo Road, the road which leads to Blackpool South Station.

The next major tram stop is Manchester Square opposite the Manchester Hotel, where the lines from Rigby Road depot trail in from the right. Soon we reach Central Pier on the left, while on the right we can see Blackpool's most famous landmark, The Tower. This stop would have been near to another landmark, Central Station, but this closed in 1964.

At Talbot Square, the North Pier is to the left, while around the square, the Town Hall, Yates Wine Lodge and Talbot Road going up to Blackpool North Station. There is a passing loop for trams before entering the hazardous street section of track at the rear of the Metropole Hotel. Moving on to the Queen's Promenade section past many hotels, we eventually reach Gynn Square which was once an important junction for the trams with the "backroad" to North Station as it was known to tram crews until closure in 1963.

Onwards past Uncle Tom's Cabin and the Miners' Convalescent Home on the right, we reach Bispham tram station opposite Red Bank Road. The line to Bispham tram depot, which closed in 1966, trailed off here. It was the headquarters of the "other firm" as it was known to the Corporation employees because of its Company origins. After the next stop at Norbreck station near the hotel, we press on to Little Bispham station on open sleeper track. This gradually moves inland from Queens Promenade to Anchorsholme crossing where special traffic lights control the tram crossing.

After passing through the Cleveleys shopping centre at Victoria Square, we continue on to Thornton Gate where the permanent way sidings are located, these once being coal sidings. The tram now heads for Rossall and the only rural part of the route, passing firstly Broadwater and then Copse Road, itself a site of a former depot closed in 1963.

We now enter the centre of Fleetwood at Ash Street and Lord Street before reaching the terminal line loop at Fleetwood Ferry. Here the boats can take you across the sea to the Isle of Man or across the River Wyre to Knott End. Adjacent to the landing stage is the remaining evidence of the origins of Fleetwood, namely "The North Euston Hotel", and close by, the site of the terminal platforms of the Preston & Wyre Railway.

The History Of Fleetwood

The Preston & Wyre Railway Act of 3rd July 1835 authorised a capital of £30,000 and gave power for the construction of the railway from a terminus at Maudland, Preston, to a creek in the Wyre harbour called "Cold Dubbs". At this time the land adjoining the Wyre estuary was a vast rabbit warren with only a lime kiln and a hut to indicate any human activity.

On this wasteland Hesketh Fleetwood, the owner of the Rossall estate, planned to build a town worthy of the major port he envisaged. For this purpose he employed Decimus Burton, FRS (1800 - 81), the eminent London architect, who prepared a plan for the town and designed some of its principal buildings. The streets of the town, which was to be called Fleetwood after its founder, were marked out by a plough and the first stone was laid in May 1836.

By April 1841 the North Euston hotel, several other smaller hotels, two churches, five streets and four rows of double cottages for work people had been completed; the gasworks were in full operation, and the population had reached about 3000. As a result of the work of Decimus Burton, the older portion of Fleetwood has a quality of distinction shared by few Lancashire towns. To improve shipping facilities at Fleetwood it was decided to construct one or more docks and a new company was formed for this purpose by Hesketh Fleetwood in 1836. The Preston & Wyre Dock Act of 5th May 1837 gave the company power to build the docks though, following amalgamation with the railway company in 1839, no progress was made.

The purchase of the first steam dredger, the construction of the outer lighthouse two miles offshore and the two shore lighthouses were all achieved in 1840, while by 1841 the iron wharf, 600 ft long was completed. On 22nd July 1846 the last stone of the wharf wall, extending 1400 ft from the South end of the iron quay, was laid, making a total of 2400 ft of quay frontage. By 1841, steamer services were operating to the Isle of Man, Whitehaven, Belfast and Ardrrossan for Glasgow.

Until the opening of the Lancaster & Carlisle Railway on 17th December 1846, and the Caledonian onwards to Edinburgh and Glasgow on 15th February 1848, the Preston & Wyre Railway formed part of the main route between London and Scotland. In the Summer of 1846 Thomas Cook of Leicester ran his first excursion to Scotland by this route, and its success led to another a year later.

On 20th September 1847, Queen Victoria, Prince Albert, the Prince of Wales and the Princess Royal landed at Fleetwood on their way from Scotland to London. It was here also that the Queen first set foot in her Duchy of Lancaster. The Royal train was driven from Fleetwood to Farington by John Hawkshaw, chief engineer of the Lancashire & Yorkshire Railway.

Following our walk around Fleetwood, we will catch the return tram to Talbot Square where we can walk around the Heritage trail before we make our way up Talbot Road to catch the train home from Blackpool North.

Blackpool North to Leyland.

The **Blackpool North Station** we travel from today was built on the site of the old 1938 LMS excursion platforms in 1974, replacing the former Talbot Road station now the site of a supermarket. As we leave the station, we pass the Blackpool North No.2 signal box (L) closely followed by the Enfield Road carriage sidings. These were once completely full of coaching stock and visiting excursion traffic.

Passing Blackpool North No.1 signal box(R), then over Devonshire road bridge, we reach the first station at Layton, previously known as Bispham. This was once the regular commuter station for the late Violet Carson, Ena Sharples from Coronation Street, who caught the train to the TV studios in Manchester from her home nearby. As we head towards Poulton Le Fylde, we pass Carleton crossing with its neat little signal box, closely followed by the remains of the Blackpool to Fleetwood direct line leaving left. The station on the branch was called Poulton Curve Halt. This line closed in 1964.

On the bend as we enter the station, we pass the Poulton signal box on the left. This hides the other side of the Fleetwood triangle, the lines now only going as far as the Thornton ICI works, though the station platforms are still in evidence along the route. This was, of course, the original route of the Preston & Wyre Railway though not on this alignment, the first Blackpool branch originally being opened in 1846 as a single line. The direct line to Fleetwood was more to the East with the first Poulton Station, which later became a goods shed.

With the coming of the railway, Blackpool developed rapidly, and although described by the "*Preston Guardian*" as the "Brighton of the North", this description fitted it only so far as its popularity was concerned. Architecturally it was, and still is, the reverse of Brighton, Sir Peter Fleetwood having sold it off in lots to speculative builders. As a result, Blackpool grew up to resemble a Lancashire mill town but without mills or dirt.

The station at **Poulton Le Fylde** boasts a long curving island platform with its surviving buildings and canopy typical of the London & North Western Railway. So from heading North East we now find ourselves on a South East tack towards, on a long straight stretch of track, the site of Singleton station, of which no remains can be seen. At the end of this stretch we now take a sweeping curve to the left, heading East, under the M55 motorway meeting on the right with the remains of the Blackpool direct line emerging from a deep cutting, this now being used as a ballast tip.

As we head towards Kirkham, we can see on either side of the track the site of the former flying junction with the direct line, just prior to the Blackpool South coming in from the right. So, after passing the Kirkham signal box and Kirkham North Junction, we enter the station at **Kirkham & Wesham**. We now retrace our route to Leyland along the Preston & Wyre Railway.

PETER HOUGHTON.



CHORLEY GUARDIAN AND LEYLAND ADVERTISER 13 SEPT. 1890

Leyland- Ladies Cricket Match.:

On Wednesday afternoon, a cricket match, the competitors in which were ladies, took place on the ground of the Leyland Cricket Club, the teams being Miss Stanning's Leyland Eleven, and the Croston Ladies Cricket Club. The visitors were the first to go to the wickets, and before they were dismissed ran up a total of 86 runs, which included 57 nicely made by Miss Lifford. The ladies for the home team showed some fine cricket and scored a well earned total of 195 runs for the loss of only five wickets when time was called. The batting of Miss C. Jacques, daughter of the Rector of Brindle, for Leyland, was remarkably good, giving some very fine hitting, and when the stumps were drawn it was found that she had registered a total of 114 not out. Miss Mary Stanning, captain of the eleven, was also very smart with the bat, making some splendid hits for her 34. There was a fair number of spectators, and much interest was taken in the game.



STOP PRESS!....STOP PRESS!....STOP PRESS!....STOP PRESS!....STOP PRESS!

The award of HISTORIAN of the YEAR goes to Mrs. ELIZABETH SHORROCK
for her article on LEYLAND BLEACH WORKS in the LAILAND CHRONICLE
No. 40. Congratulations Elizabeth!

Copy for edition no. 42 to the Editor at any time but no later than the
meeting in September. Any received after that meeting will be held over
for the following edition.

Mary Fowler. Editor.