

No. 44 1998 - 99

The journal of
THE LEYLAND HISTORICAL SOCIETY



*best wishes
Mike Allen*

LEYLAND HISTORICAL SOCIETY

(Founded 1968)

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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.

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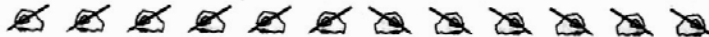
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THE HISTORIC SOCIETY OF LANCASHIRE AND CHESHIRE
and
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EDITORIAL

Looking round Leyland, it seems as though things are at last beginning to happen. Not, I am afraid, to the dreary area around the Cross for which we seem to have been waiting for a lifetime, but to the derelict old gas works site which is developing daily before our eyes. We shall have to wait to see what advantage it will be for Leyland to have a fast food outlet and another cut price super market in the town.

Let us hope that the plans, which we have many times been assured are in hand for Southern Towngate, will begin to show some progress in the near future. For the Millennium, perhaps!

Speaking of which: Should the Historical Society be planning anything special to mark this historic occasion? A party? A special edition of the Chronicle? Or will everyone who wants to observe the event be busy with their own celebrations? If anyone has any bright ideas, the committee would be glad to receive them and give them some consideration. Do let us know what you think.

Sadly, I have to record the death of one of our most faithful and longstanding members, not just of the Society, but of the executive committee. Alf Seguss was a tireless worker for the Society for longer than I can remember. He will be sadly missed. A tribute to Alf appears later in this publication

I would like to take this opportunity to thank everyone for their help in the production of this copy of the Chronicle. Thanks to all the people who have written such varied and informative articles. Items by new contributors always have a special appeal as they often introduce a new topic with which the members are unfamiliar, or give us a new angle on an old interest

Thank you to the Committee for their support and encouragement and especially to Bill Waring for his valuable help and advice. Without this support it would be have been very difficult to produce this year's issue.

Thanks also to St. Ambrose' Church and especially to Mrs. Brundrett for the printing of this year's edition. This was a much more flexible arrangement and made things much easier for the editor.

There are many interesting articles in this publication of the "Lailand Chronicle" although at one stage it seemed that there would be nothing to print. However, by October the contributions came in thick and fast! This is far from the ideal situation from the editor's point of view although this year, due to circumstances beyond my control, I was not able to use the computer for a considerable time during the late Summer.

Please let me have all material for next year's issue by the September meeting at the latest, but January '99 is not too early!

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 1997/1998 has again included many varied subjects. John Fletcher gave us an amusing and informative guide to the history of the canals around the centre of Manchester, and in December we had a detailed talk about the history of Gas in Dolphinholme, given by Mr Bennett.

Other successful evenings in the new year included Colin Dickinson, this year as a late replacement, with the life story of the architect, William Burgess, who, whilst he did not design many buildings, took great care with the ones he did plan.

Our own Dr Hunt gave us a guided tour around the sights of Egypt, including Luxor and its Leyland connection.

The Railway Heritage talk by Gordon Biddle was the best received talk of the year,(by the Chairman! Ed.). The history of the railway stations and buildings and their architects kept the audience interested - and there was only one photo of a steam locomotive! He will return in the new year with his famous talk on the Lancaster Canal.

Another successful night was the visit of Mrs Lizzie Jones with the life, times and dress of Bess of Hardwicke.

Our last two meetings of the season were with Mr Williamson, who spoke to us about the Co-op Movement from its first base in Rochdale until it spread around the world, and Dr Alan Crosby with his talk entitled, "Lancashire 300 Years Ago". This told of the view along the road now known as the A6 and A49 from Westmoreland to Cheshire in the year 1698, and was well received.

For the information of those members who were not able to attend the A.G.M, Mr Clifford was unfortunately unable to attend owing to filming commitments, so your chairman stepped in to show us a collection of slides taken when he and member John Naylor took a trip around the canals of London which they ended by going up the tidal River Thames in a narrow boat!

The new season for 1998/1999 has started with Neil Howlett at the September meeting presenting the story of the common soldier under either the King's or Parliament's forces during the English Civil War. This included a demonstration of the soldiers' clothes and weapons of the time and made a very interesting evening, Neil standing up well to some very searching questioning.

In November we had a very welcome return visit from John Fletcher with, "Moving Mountains". In this talk, with many interesting slides, we heard of all the civil engineering that was required to put canals there in the first place, the years of neglect that followed and finally, the very exciting account of all that was being done to restore many of these canals to navigation.

The December meeting will be a welcome return visit from our old friend Fred Barton with his production of tales of old fashioned medicines and remedies. I am sure we shall all find his visit entertaining and informative.

Our most successful evening of the year so far was again the Mikron Theatre's visit for the October meeting, when they gave a professional performance of "Imogen's War". This was a portrayal of the hard life of the land girls working on the narrow boats during the Second World War.

Although we have lost a few members throughout the year, we were all particularly sad to lose our former Chairman, Alf Seguss, who regarded it as his solemn duty to keep your present chairman under control with regard to an excess of canal and railway subjects when booking speakers for the Society.

You have been warned!!

On the subject of Rail Trips. - These have continued with visits to Lancaster (again), Lytham, Ulverston with a visit to its canal, St Helens and Bolton.

Congratulations to the local historian of the year, Dr. David Hunt, with his article in Chronicle No 43 on "The Memoirs of Simeon Vickers", a most interesting and informative article as we have come to expect from Dr Hunt. . Meanwhile, Mary Fowler has continued to do a sterling job as editor.

We made our annual outing to Alston Hall where, after a good meal, we were entertained by a talk on "The Eden Valley". Arrangements for our next visit are well in hand. These evenings are always thoroughly enjoyed by all who attend.

We have continued our watching brief on the planning applications front thanks to Elizabeth, and the T.A.G. group, who have made sure that the Society keeps in touch with the conservation area.

The exhibition this year told the story of every house in Sandy Lane, with information collected from the deeds, planning applications, census records and tithe awards. There is an article covering this topic in this edition of the "Chronicle". Other displays were based on the second walk through Leyland.

The craft tent at the Leyland Festival was again popular with many queries from the members of the public. This year's competition asked for the building date of the Eagle & Child public house and the winner this year was Mrs K Fraser who gave the correct date which was 1749.

PETER HOUGHTON.



A TERRIBLE RAILWAY DISASTER

Visitors to the South Ribble Museum and Exhibition Centre in Church Road, Leyland, may have noticed a black framed poem hanging on the wall above the fireplace in the entrance. A closer study shows that it refers to a Terrible Railway Disaster that occurred in Leyland on Thursday, 2nd June, 1898, just over a hundred years ago.

The opening stanza of the poem, which has a McGonigal flavour, reads as follows :

*"We're off!" and thro' the coaches rang the cry with lightning speed,
As joyful hearts impatiently were waiting to be freed;
And when the whistle sounded for the train to move along
Glad glances stole from every eye among the eager throng.*

The poem continues for several more verses in this happy mood until verse five when the tone changes and we read -

*For like a maddened monster rushing on towards its prey,
The engine swiftly sped along the iron fettered way,
And crashed with fearful impact in the still and waiting train,
And hearts so lately merry, soon were racked with bitter pain.*

The author of the poem, W H Tanner, then vividly described the scene of the accident and the deaths of three persons and concludes with, "*Poor Manchester in sorrow mourns her children's doom*".

As we had recently passed the centenary anniversary of this accident I thought that I would try to find some further information. A friend very kindly obtained a copy of the Lancashire Daily Post for Friday, 17th June 1898, which contained a very full account of the Committal proceedings heard at a special sitting of the Leyland Police Court on the previous day, Thursday 16th June, 1898.

The committal proceedings were against Joseph Whyte, an engine driver of Bury, who was charged on remand with the manslaughter of W A Hicklin, 19 years, of Manchester and Eilen Halpin, 28 years, also of Manchester. Full details are given of the various legal representatives, Mr. Chorlton of Manchester representing Whyte, who had been an employee of the Lancashire and Yorkshire Railway Company for 23 years and a Mr. Booth, who watched the proceedings on behalf of Signalman Robinson, who had been on duty at the Bashall Sidings Box on the night of the accident. Senior officers from both the Lancashire and Yorkshire Railway and the London and North Western Company were also present at the hearing.

Superintendent Norris of the Leyland Police explained that on the night of the 2nd June, Whyte was in charge of a special train, travelling from Morecambe to Manchester and the prosecution alleged that he had disregarded the signals at Leyland Station and run into a stationary train, thus causing the deaths of Hicklin and Halpin.

One of the first witnesses was Richard Briggs of Lostock Hall who had been on duty in the Farington No 1 signal box at 8 p.m. on the night of the accident. A Coroner's inquest had already been held and Briggs repeated the evidence which he had given at this hearing about the movements of Trains No 2 and 14, both of which were travelling in the up fast lane and in the same direction. A few minutes later he accepted the London and North Western train, which Whyte was driving, on the up slow track. Details of the track and signaling system were produced for the information of the Magistrates.

A second witness, Richard Robinson, who was in charge of the signal box at Bashall Sidings, gave his evidence and then was cross examined at some length about the presence of a second person, William Bennett, in the signal box about the relevant time. Superintendent Norris commented that this was the first time that Bennett had been mentioned and Bennett and another man, who had been present in Court up to this time, were asked to leave when it was realised that they would be called as witnesses in view of this new statement made by Robinson.

Detailed evidence was given by Robinson about the trains involved in the accident and it also came out that his friend, Bennett, had visited the signal box on previous occasions and when asked the question, "Did you ever allow him (Bennett) to pull the levers (i.e. operate the signals) in your box?", Robinson said "No", but seconds later when asked, "Will you swear he has never pulled a lever?", he replied, "I will not swear to that". There was a sensation in the Court, however, Robinson was adamant that Bennett had not pulled the levers on the night in question..

At the conclusion of the hearing, Whyte was formerly charged with manslaughter, the Magistrates having decided that there was a case to answer and he was committed to take his trial at the next Manchester Assizes.

I have not yet been able to locate the result of Whyte's trial at Manchester Assize and it would also be very interesting to learn what befell Robinson for his dereliction of duty in allowing his friend into the signal box. However, the fascinating things that I found during the course of this brief research were - firstly, the detail that was available in the Lancashire Daily Post of the actual committal, which I have obviously condensed. Secondly, when one is used to standing on Leyland Railway Station waiting for a train to appear, it was interesting to read how busy the line was at 8 p.m. on that Thursday night - at least three trains being in very close proximity to each other.

The final point which was of great interest to me was the speed in which this case came to committal. You will recall that the accident happened about 8 p.m. on Thursday, 2nd June, 1898 and two weeks later, on Thursday, 16th June, 1898, here we have the full committal going ahead at Leyland Police Court, the witnesses having already attended a Coroner's inquest. One hundred years later, a case of this nature would probably take six to nine months before it came before a Magistrates' Court and this despite all the modern conveniences of computers etc., which the police and Crown Prosecution Services have available to them.

RON BERRY.

OLD WORDEN – HALL AND MANOR

Introduction

Proposed employment and residential developments on the site of the former Euxton Royal Ordnance Factory, which by the time this article is published may have become a reality, prompt this comment on the historical buildings which lie within the site. In particular it is directed toward the building long known as Old Worden Hall, to distinguish it from the building also known as Worden Hall in Worden Park in Leyland, which is, in fact, the renamed Shaw Hall. I cannot emphasise too strongly, that in spite of very many misconceptions, Old Worden Hall is, and always has been, in Leyland, and hence is now within the Borough of South Ribble.

This article was foreshadowed in a note by W.E. Waring entitled, "A Postscript--Old Worden" in our Journal (Laird Chronicle No.43 1997-98 p.25). I reiterate his sentiment regarding finding a suitable use for Old Worden Hall and the retention of the name Old Worden for the area in which it is located.

Old Worden Hall

It is thought that Old Worden Hall was built about 1509 and throughout its long history there have been a number of significant structural alterations. Brief architectural descriptions of the hall have appeared in, for instance, the Victoria County History of Lancashire and the catalogue of Listed Buildings, a category into which it falls. A fuller structural analysis and description is long overdue and it is hoped that this will appear in due course.

To set the scene for the present purpose, I quote an interesting description from a lesser known source, printed in 1897 in a small monthly magazine, published in Preston (priced one old penny!) called, "Cross Fleury's Journal", the article being entitled, "Old Worden Hall, Leyland". The name Cross Fleury was a nom - de - plume for the Publisher/Editor, Robert Edward Kellett Rigby, of Brackenbury Road, Preston. The armorial of the Rigbys of Harrock was a silver shield bearing a blue "cross fleury" and four gold mullets.

The article describes a walk from the 'Eagle and Child' in Leyland along Back Lane (now Langdale Road) and up the bridle path to the east of the Wigan Road adjacent to the site of Rose Whittle Inn. *"Presently the old stables of Worden Hall came into view with their solid tree baulk supports and quaint oak beams (I am sure he is referring to the barn, not the stables). Right ahead was the grand old mansion with its broad entrance revealing a fine spacious porch. The facade of the house is truly conspicuous with its five chevrons (i.e., gables of chevron shape) - three large and two small - (but photographs of about 1910 show only one small) -- it struck me that the building had been at one period considerably larger and that the front was a curtain wall which hid the original structure behind"*

"High above the doorway is an Ionic cross (possibly an elaborated simple Latin, Long, or Passion cross) with the (heraldic) field filled in with the emblems of the Passion, the dexter (left as viewed) and sinister (right as viewed from the front) upper spaces displaying the nails, the lower the pincers and hammer.

Above the lesser chevron on the right (more correctly the third gable from the left) is an ancient bell protected by a cupola sadly out of repair." The slight confusion between this account and that in V.C.H., is unimportant and the latter confirms the broad description and location of the cross above the porch, adding that it is "below the gable".

Cross Fleury goes on to provide various details of the inner rooms (then occupied as a farmhouse by a Mr. and Mrs. Deacon) these are not reproduced here, but would be a useful reference in any subsequent architectural account. He then mentions a few external details - "*--the orchard which is quite an acre in area, at its south western extremity is a rippling beck known as Shawe Brook, which divides the parishes of Leyland and Euxton and the land on the other side belongs to Higher Buckshaw Farm"* The whole account of Old Worden provides a useful period source made by an enthusiastic lay observer, who had not the benefit of the many documentary and printed sources now available.

The Worden Hall Cross.

Having presented, in outline, a description and location of the Worden Hall Cross emblem, the question then arises:- What is its origin and significance and what claims have been made for both factors?. Here I am in some difficulty for, whilst the two sources already mentioned, the Victoria County History and Cross Fleury's account, agree very closely on the description and location, neither of them makes any comment whatsoever on its origin or significance. In fact, I have seen no local printed or written source which comments on the matter.

Undeniably the land of Old Worden, and hence Old Worden Hall, have had a long association with the Order of the Knights of St. John of Jerusalem, which dated from around 1205-1211 until the dissolution of the Order in 1540. Equally undeniably, as already shown, there existed until some ten years ago, a symbol, the cross of unknown date, heraldic or religious in nature, affixed to the external of the Hall in a prominent position. On a purely logical basis there is no justification for believing that the symbol was intended to signify proprietorship of the land and Hall by the Order. And yet such an assumption was made, first of all locally, and then further afield as will next be related.

Around the 1970's the buildings of Old Worden Hall were used as a centre for first aid training, and hence there began a mental connection between members of the St. John Ambulance Brigade and the known history of the association of Old Worden with the Knights of St. John of Jerusalem. This culminated, in 1983, with the matter being brought to the attention of the Museum and Library of the Order of St. John in Clerkenwell, London. Their Curator was engaged on a study of remaining buildings of the Medieval Order and visited the site, with particular interest in the Worden Hall Cross, and its possible origin as a marker symbol to distinguish properties of the former Order of St. John "*to show that these tenements were exempt from certain dues"*. The upshot of these deliberations was that the Worden Hall Cross was removed, in a poor condition, from the hall, and donated, in July 1984 by The Royal Ordnance Factory, to the Order's museum in London.

The cross, or rather its remaining wooden framework, (the shape of the cross and other objects appear to have been deeply incised into a wooden board and the incisions filled with metal which has corroded and fallen out) was submitted by them for conservation and is now in their museum. In later correspondence with Leyland Historical Society, a photograph of the conserved object was supplied to us and was deposited in the South Ribble Museum and Exhibition Centre, where it can now be seen.

The theme of buildings being marked to indicate freedom from dues seems to have been drawn from an 1896 paper (Trans. Hist. Soc. L & C., Vol. 48), dealing with a watermill belonging to the Knights Hospitallers at Woolton near Liverpool. The article refers to - "*properties marked with a Latin cross on the gables*" to denote freedom from compulsory soke (fee for milling grain) at the King's mill, which matter is too complex to discuss here. In fairness to the proposer of the idea, it must be mentioned that there was formerly a watermill on the stream adjacent to old Worden Hall, to which there is attached a reference—"*In 1419 Edmund Anderton of Leyland (i.e., Worden) was forbidden to levy any multure (fee for grinding) at the watermill he had erected, to the hurt of the King's freehold in Leyland until he had proved his title*" (V.C.H., Vol 6. p12. n.3)

It can be seen that we are in somewhat esoteric country here, and I remain very sceptical about this interpretation of the significance of the Worden Hall cross. One would expect a marker cross to be of a simple type such as a plain Latin cross, the lower limb being longer than the other three. The Worden cross is very much more complex, it is accompanied by a heraldic type design of the instruments of the Passion surrounding the actual cross, which is itself elaborate in shape. Such a design does not seem to have any counterpart in the literature of the Knights of St. John, nor is it seen in the armorial bearings of any of the families who have resided at Old Worden. Although not strictly relevant in the discussion, the insignia of the Order, as is so well known, is the eight-pointed or Maltese Cross, used by them long before 1500, and may have been the emblem of the city-state of Amalfi.

The cross could well have a simple Christian connotation, possibly connected with the Chapel in the Hall. The origin of this interesting object seems likely to remain a mystery, but the present writer would welcome any suggestions.

Worden Manor

Old Worden Hall, however interesting it may be, is not something to be considered in isolation. It, or its predecessors, have, from earliest times, been at once the centre of an administrative unit and the dwelling place of the head person of that unit. There is a continued difficulty in separating Worden from Leyland, it may best be put that Worden is in Leyland but not of Leyland, depending on the period of time under consideration. Up to the Conquest, the township or "vill" of Leyland was the "caput" or chief place of the Royal Manor of Leyland Hundred, one of the six such hundreds into which what became the County of Lancashire was divided, and it is probable that Worden was the dwelling place of the King's seneschal of the hundred. After the Conquest, with the decline of the old hundredal system, the Barony of Penwortham took precedence, and the township of Leyland became the principal administrative unit in the immediate area. Worden seems to have remained as a separate manor (or sub-manor) and hence has its own history. This history begins with the appearance in the records of named persons, and in the first decade of the thirteenth century the association of Worden with the Knights of St. John of Jerusalem also begins. In 1205 Roger de Lacy became Baron of Penwortham and between 1205 and 1211 granted areas of Leyland, including Worden, to the Hospital of Jerusalem, but the right of the actual tenant, Hugh Bussel, was not disturbed. Here we see a clear illustration that what was being granted was not the land, but the rents arising from it. These rents were channelled, as time went on, through a communication chain to the headquarters of the Knights, in Jerusalem, Cyprus, Rhodes or Malta, to finance the fighting armies and fleets of the Order.

About 1270 we see the process of sub-infeudation of the land beginning. William Bussel, the current holder, "*grants for the annual rent of four shillings to William of Anderton and Ysabelle his wife all his lands in the hamlet of Worden in Leyland to cover a rent of three shillings due to the Hospital of St. John of Jerusalem*". Thus began the association of the Anderton family with Worden and also the rent of three shillings due to the Hospitallers, both of which associations were to last nearly three hundred years.

In 1534 the Anderton family, after some internal skirmishing, sold the Manor of Worden to Sir Henry Farington of Farington. The Andertons seem to have had little interest in the Leyland area, whereas Sir Henry added Worden to the extensive other properties which he already had in Leyland. Purchase of the Manor carried with it the liability of paying the ancient rent to the Hospital of St. John. The Hospitallers Order was dissolved in 1540 but the rent then became due to the Crown, as shown in various Farington rentals, for example that of 1569, where it is shown as "*three shillings due to Her Majestie (Elizabeth I) in respect of the late house of St. John of Jerusalem*". It will be noted that the amount of the rent had not changed since 1270, but the current value would only be a fraction of the original.

It is well to look at this point at what the ancient Manor of Worden consisted of. It was bounded on the north by Bryning Brook, the ancient boundary between Leyland and Clayton, on the south by Shaw Brook, the boundary between Leyland and Euxton, and on the east by a somewhat indeterminate boundary from Whittle. The western boundary is interesting as it did not lie on the present A49, but rather some 500 yards to the east of it on an ancient line known as "the bounds of Worden". The area between the two was only added to the possessions of the Faringtons by purchases about the turn of the seventeenth century, consolidating their holdings on both sides of the London Road (A49).

The descent of the Farington family was such that in 1714 the Manor of Worden together with all the other possessions of the Faringtons in Leyland and elsewhere fell into the hands of the branch then resident at Shaw Hall in Leyland. This became the residence of William Farington (died 1717) and his descendants, and seat of the consolidated Manor of Leyland. To the confusion of later students, Shaw Hall was renamed as Worden Hall and remains so today.

(Old) Worden Hall was discontinued as a Farington residence and was downgraded to the status of a farmhouse. - Which is where I began my story.

Postscript

Subsequent reference to the standard index of heraldic devices, (Papworth's Ordinary of Arms, 1874 reprinted 1961) revealed a single incidence of the use of a device similar to that of the Old Worden Cross. Philip de Repingdon, Bishop of Lincoln, 1405-1420, had a seal bearing, "*A cross between the instruments of the Passion*". I see no reason for any connection between the Bishop of Lincoln and Old Worden, I merely quote it to lend colour to the probability of the Worden Cross being a reference to Christian origins in general, rather than to a Knightly Order in particular. The Modern Catholic Dictionary (by J.A.Hardon S.J.) states that Passion Symbols are usually found grouped round a cross, there being more than a dozen such symbols found in stone carvings in several English cathedrals, as well as in Continental examples.

G. L. BOLTON.

LEYLAND'S FIRST NEWSPAPERS.

One important source of information in local historical research covering this century and the second half of the nineteenth is the local newspaper. Originally a mix of international, national and local news, as time passed these 'town' newspapers became more and more local in character. Many had come into being in the period 1855 – 1861, when prohibitive duties on newspapers had been abolished, and usually catered for the town itself and surrounding districts. In Leyland we have to rely on papers produced in Preston and Chorley – it could have been different, however, if attempts to establish Leyland's own newspaper had been successful.

On Saturday November 21st, 1903, the first issue of 'The Leyland Weekly Times and District Advertiser' was on sale in the village for 'one penny'. Consisting of eight pages, local news and advertisements were on the front and back pages only; the rest consisted of national and international news culled from other newspapers around the country for which credit was always given. 'The Times' was printed and published by Mr T.E.Mould, Sandy Lane, Leyland.

Mr Mould, in his editorial, explained that the "*sudden and unexpected demise of the 'Leyland and Farington Journal', which occurred some time ago – the sales of which had far exceeded our expectations – had been due to extraordinary pressure of business at the time and, with the scarcity of floor space to increase our staff, we deemed it advisable to suspend the publication of the 'Journal' until such times as we had altered our premises and were in a position to place before the public of Leyland and the neighbourhood, a weekly newspaper such as the present issue.*" - This is the only reference so far seen to the 'Leyland and Farington Journal': it could only, however, have had a short life.

Thomas Edward Mould had come to Leyland in 1901 and set up in business as a printer. A Manchester man, he had learnt his trade in Southport after working in various towns in England, also in Sydney and Melbourne, Australia. Exactly where his printing works was located is unclear, but tradition has it that he set up the works at 'Wellfield', the old 18th century house that stood on School Lane by the junction with Towngate and Hough Lane, the site of which is now the car park for the 'Kwik Save' Supermarket. By January 1903, however, he is advertising in the St. Andrew's Parish Magazine giving his address as Sandy Lane, Leyland and his name appears on Sandy Lane in the Barrett's Directories of Preston and District in 1904 and 1907, but by 1910 he is shown on Towngate.

In April 1907 Mr Mould obtained planning permission from the Leyland Urban District Council to build a house and printing works on Towngate. A view of this property appears in 'Memories of Old Leyland', B. Morris, page 34. At this time (c.1910) the shop part of the building was occupied by 'Bradleys of Chester', Outfitters, and the printing works was in the cellar. Many members will remember this property being the house and shop of Arthur Cocker and Sons, Plumbers, Painters and Decorators.

Sadly, Mr Mould died at a comparatively early age. Both the 'Chorley Weekly News' and 'Chorley Guardian and Leyland Hundred Advertiser' of June 24th, 1916, carried notice of his death and details of his funeral. "*On Tuesday last, (20th) the remains of Mr T.E.Mould of Towngate, Leyland, were interred in the Parish Churchyard, a service being previously held in St. Mary's Church, conducted by the Rev. B.J.Gibbons. The blinds of the houses on the route were lowered in respect to his memory.*"

He was much respected in the township and was officially connected with the Leyland Naturalist Society and Bamber Bridge Agricultural Society. He was 53 years of age and leaves a widow and four sons, two of whom are in Canada."

The business continued on Towngate as a family run concern until the early 1930's, when, owing to lack of room for expansion, the firm moved to new premises next to the newly built General Post Office on Hough Lane. A similar situation arose in the years after World War Two when the firm was re-located to Mount Pleasant Mill at Seven Stars where it trades under the name 'Leyland Printing Company Limited'. The family name survives in the title 'Mouldtype Foundry' which operates from the same site.

Efforts to find how long the 'Leyland Weekly Times' ran for, have been to no avail; like its forerunner the 'Leyland and Farington Journal' it seems to have been a short lived enterprise, possibly the pressure of other business causing its demise: what seems to have been the only copy to have survived is that of the very first issue.

If any member has information on these two attempts at a Leyland and District Newspaper, the writer would be pleased to hear from you.

NOTE.

Leyland Library hold microfilm copies of the 'Leyland Guardian' from January 1945 to the present day. Also an incomplete run of the Preston Chronicle' from 1812 to 1833.

Chorley Library hold microfilm copies of the 'Chorley Guardian and Leyland Hundred Advertiser', also the 'Chorley Weekly News' and 'Chorley Standard'.

Similarly, copies of various Preston newspapers are held at the Harris Library, Preston and the Lancashire Record Office.

W.E.WARING.



THE REGENT CINEMA - A PROPHETIC TUNE.

It is pleasing to record that many memories were stirred by the article in last year's 'Chronicle'. When writing the story of the 'Regent', although I could remember the tune of the song sung by the 'Minors', I could not recall its name, nor could anyone else that I asked.

Recently, however, whilst using the BBC Radio 2 as background music, I suddenly realised that the march that I was listening to was the tune on question. With fingers crossed I waited until the end hoping that the presenter would give the name of the tune: He did, and I had to laugh as, sadly, it was so prophetic - **'Blaze Away'!!**

Could I also correct the name of one of my informants for last year's article; it should have been Anne W. Breen.

W.E.WARING

RAIL TRIP .
NORTH ON THE WEST COAST MAIN LINE TO ULVERSTON

(L) Left or (R) Right hand side of carriage in Ulverston 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. As we have travelled this route on past occasions, and the previous edition of the Lailand Chronicle No 41 covers the route from Leyland to Preston, the detailed guide will commence north of Preston.

The railway north of Preston was formally opened as the Lancaster & Preston Junction Railway (L&PJR) on 25th June 1840, the public service beginning next day with five trains in each direction. Two of these had through carriages to and from Euston. The line follows the level corridor between the Bleasdale Fells on the east and the Fylde on the west, sharing this with the old turnpike road (A6), the Lancaster Canal and now the M6 Motorway.

Although the company at first had an arrangement that the North Union company would work the line, it nevertheless purchased six locomotives of its own from Edward Bury. However, as the Lancaster Canal had become successful with its service of packet boats, which covered the 57 miles between Preston and Kendal in 7 hours 15 minutes, the line could not meet its financial commitments from the trade between Preston and Lancaster.

Following disputes with the North Union Railway, the railway company's fortunes were further complicated, and so, within two years of opening, the railway had to seek an arrangement with the enemy, the Lancaster Canal Company. The canal was to lease the railway from 1st September 1842 at a rent of £13,300 per annum, giving an undertaking not to oppose any railway between Lancaster and Carlisle. After the Lancaster & Carlisle Railway (L&CR) received its Act in 1844, the new company wanted to lease the L&PJR from the canal company. There now followed a turbulent period. The directors of the L&PJR thought that they could do better than the L&CR's offer and rejected their proposal, these directors then resigned leaving the L&PJR no longer legally constituted.

Therefore, on 22nd September 1846, the Lancaster & Carlisle Railway ran trains over the L&PJR lines from Lancaster (Castle), the local trains being maintained from Lancaster (Penny Street) to Preston. To cut a long and complicated story short, the situation was finally resolved following an accident at Bay Horse Station at 21st August 1848, when a Lancaster & Carlisle express ran into the back of an all stops L&PJR train as it was leaving the station. The inquiry demanded that the situation be sorted and so, from the 1st August 1849, the two companies were amalgamated by a transfer of management.

Leaving the platform 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 which is now separated from the railway by the road

After the new Ringway under-bridge, is the Preston Power Signal Box which is on the site of the Engine Shed. This controls all movements of trains west to Salwick, north to Tebay on the main line to Scotland and south to Warrington and Blackrod.

While we take the Lancaster line straight ahead, the Blackpool line heads off left at Fylde Junction, and on the right the remains of the Longridge line heads towards Deepdale. The new car park and buildings cover 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 railways first accidents.

The Preston & Wyre Railway was opened as a single line on 15th July 1840 when a long special train left the North Union station. It reached 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, and thus achieved the distinction of being the first railway to encourage this type of traffic. Over 60,000 people used this 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 head under the low arch of Pedder Street, 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 right, 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.

We now head over the Fylde Road viaduct and the closed section of the Lancaster Canal from Aqueduct Street to the basins at Corporation Street. We pass the site of the Oxheys cattle sidings which also served passengers until 28th February 1925, and finally closed for the cattle market traffic on 9th September 1968. The site is now used as the up-goods loop line while the cattle take to the roads.

As we continue north, we reach the site of the original Broughton station at Crow Hall where the Inskip road goes over the railway. The station moved north to School Lane in November 1840, and was renamed Barton & Broughton in 1861. It finally closed for passengers on 1st May 1939 and for goods on 31st May 1965. Here is the down passenger loop-line which accompanies the line as we pass over Barton viaduct.

The A6 turnpike road comes in from the right and goes over the railway on a skew bridge, the M6 Motorway then makes its first appearance coming in from the right and we reach the site of Brock station which was adjacent to the River Brock viaduct.

The station building next to the Green Man Inn on the A6 was closed on 1st May 1939, but remained open for goods until 5th April 1954. Here also can be seen the two ornamental bridges built for the Brockholes family of Claughton Hall and bearing their badger emblem. This is also where the tracks used to have water troughs to enable the expresses to fill up with water without stopping

The Lancaster Canal now joins the railway from the left as all four routes north use the narrow corridor between the hills and the Fylde. Here the railway continues on an embankment as it passes over the River Calder viaduct and approaches the site of the Garstang & Catterall Station which survived until 1960 despite being well away from the town from which it was named. To encourage the local population to use the line rather than the more convenient Lancaster Canal whose wharf was near the town centre, a road was built by the Lancaster & Preston Junction Railway company.

The M6 now runs parallel to the railway on the right while the third shared bridge has an extra arch to the left, the route of the Knott End Railway across the Fylde to the village on the banks of the River Wyre. This railway, although planned and built to Pilling by 5th December 1870, it took a separate company and the development of salt mines at Preesall to get the railway completed and opened to Knott End by 30th July 1908. The passenger service was withdrawn on 31st March 1930, though the goods traffic remained until 1st August 1963. The station at Garstang Town was used as a coal depot until August 1965.

After passing the site of Scorton station, which closed on 1st May 1939, we soon reach the Wyre viaduct closely followed by the site of the Bay Horse station. This only closed on 13th June 1960, despite the public house of the same name being the sole building in the vicinity of the station.

As we pass along a cutting, the motorway junction south of Lancaster goes over the railway. We then emerge onto the viaduct above Galgate, with the Lancaster Canal again adjacent to the line (L), the site of Galgate station, which closed on 1st May 1939, being just before the viaduct over both the A6 and the River Conder.

The A6 now accompanies the railway as we pass the Lancaster University buildings, which are high on the hill to the right. As we head through the outskirts of Lancaster, the original Lancaster & Preston Junction Railway went straight ahead to the terminal station at Penny Street, while the through line falls on a 1 in 98 gradient from Lancaster "Old" Junction towards Castle Station, which was built by the Lancaster & Carlisle Railway. We cross the Lancaster Canal with the site of the wharves for Lancaster on the right.

The Lancaster Castle Station was opened on 21st September 1846, being enlarged in 1852 and again in 1902, when the present station was completed after four years work. As the line leaves the station heading north, there used to be two branches, (L) via a 180' route to Glasson Dock, and (R) down an incline to the former Lancaster Green Ayre station.

The train passes over the new Lune Bridge erected in 1962 on the piers of the original bridge which carries the railway 53 feet above the river. Below, on the opposite bank of the river, under our tracks, are the remains of the line from Morecambe to Skipton via the "little" North Western Railway. This railway was the first to reach the then village of Poulton on 12th June 1848. From 1st June 1852, the Midland Railway worked this line, and they finally purchased it on 1st June 1871. The line was finally closed in the 1960's, all services being transferred to the London & North Western Railway route.

The route to Carnforth is north on the West Coast Main Line. This was constructed by the Lancaster & Carlisle Railway, being opened originally from Lancaster to Oxenholme (then known as Kendal) on 22nd September 1846.

After the Morecambe branch curves off to the left, the north facing spur comes in as the train passes over the Hest Bank level crossing. Here from the former station site, the whole of Morecambe Bay can be seen with, on a clear day, the cranes of the Barrow ship yards.

As we approach Carnforth, the old motive power depot still has a head of steam with many preserved locomotives on show at Steamtown. The station at Carnforth now no longer serves the main line, the only platforms being on the Barrow line. This was part of the original Furness Railway which opened the Barrow and Ulverston area to the rest of the country.

As the train stops at **Carnforth station**, we can notice, to the right, the exteriors used in the film "Brief Encounter", where Trevor Howard met Celia Johnson under the station clock. After the station, the line divides again as the Skipton line leaves to the right.

Heading towards the coast, we reach the small station at Silverdale, where the old station house has been converted into a restaurant, the village being 20 minutes walk away. The railway passes through some attractive countryside between Silverdale and Arnside, with Arnside Tower, a 15th century pele tower on the left.

Following the stop at **Arnside Station**, with its disused platform on the closed branch north through Hincaster to the West Coast Main Line, we now cross the wide Kent estuary slowly on a long viaduct. The line then forms the embankment between the bay and the outskirts of Grange over Sands.

At **Grange-over-Sands** the recently restored station shows that the town was a resort largely created by the Furness Railway Company in the nineteenth century. Kents Bank is famous for the dangerous crossing over the sands to Hest Bank, a distance of 8 miles. Until the railway was built, many preferred this route to the alternative 30 mile road trip.

The line now crosses the long viaduct over the estuary of the River Leven, with a view to the right of the lock house at the Sea Lock of the Ulverston Canal. We then pass the remains of Plumpton Junction, where the Conishead Priory branch ran off to the left, a short spur recently surviving to serve the Glaxo chemical works. As we approach Ulverston, we pass over the 1.5 mile length of the Ulverston Canal, the shortest, widest, deepest canal of its time, with the canal terminal basin to the right.

The **Ulverston Station** is a wonderful example of a Furness Railway station completed in 1878 at a cost of £10,000, and built to replace an earlier station opened in 1854 as a terminus of the line from Barrow. The unusual platform arrangement allowed passengers to transfer directly from main line trains to those using the now closed Lakeside branch.

PETER HOUGHTON.

MUSINGS FROM FARINGTON PAROCHIAL COUNCIL MINUTES 1900 – 1910

Street lighting – gas lamps.

In May 1901 it was recorded that *"the Clerk to the Council had received the sum of 1/6d. for the damage to a lamp, 'contributed by the boys implicated'."*

It appears that 'young boys' caused 'much nuisance and damage' to such numbers of gas lamps that the council needed to do something about the problem and at the meeting in February 1906 it was agreed *"that the Council would offer a reward to persons who will give such information as will lead to the conviction of persons who wilfully damage the public(gas) lamps. That reward shall be 5/-."*

It is not recorded just how many street lamps there were in Farington, but in 1901 the Council had a bill for 16 lamps in Stanifield Lane (£124.0.0d.), 2 in School Street, (£14.0.0d.) 2 bracket lamps in School Street and East Street (£20.0.0d.) and 6 bracket lamps in Mill Street (£30.0.0d.).

Neither is it recorded how many lamplighters there were, but in March 1906 their wages were increased from 5/0d. per week to the magnificent sum of 8/0d per week, making an annual income of £13.2.0d. – as they were only paid for 33 weeks per year.

The lamps in north Farington were served by the Preston Gas Company, and those in south Farington by the Leyland Gas Company and it appears that both Companies submitted monthly bills for gas for the street lighting. The bill before the March 1907 meeting from the Leyland Gas Company was for £12.9.8d., together with a repair bill of 1/6d.

Farington streets continued to be illuminated by gas until late in 1923, when the gas lamps were replaced with the amazing new 'electric' ones. What a pity it was not until the middle of 1923 that the Council decided *"a light ladder of 12 staves should be obtained for the lamplighters"*.

Scavenging

Many of the properties in South Farington were lucky enough to be connected to the mains sewage system from the late 1800's, but it would seem that sewers and sewage in the rapidly expanding township were causing many problems --

1901 – *"It was agreed that the Rural District Council (in Preston) be written to with respect to the open grids over the sewers in Stanifield Road and Mill Street, which emit a stench prejudicial to the public health"*

1902 – the Farington Sewage Committee was formed

1905 – *"South and East View Farington. I beg to inform you (Chairman of Farington Parochial Council) that the privies at the above property have not been emptied for a considerable time, and are causing a nuisance. Kindly have same attended to and oblige."*

1905 – *“Lancaster House Farm, Farington. Mr Lonsdale Dear Sir, I write in reference to the emptying of the ashpits, etc. Of Farington, and I, Mr. John Taylor, will remove all the Refuse as stated, every three months, at £50 per year. Mr. Escot will get it out and I will cart it away.” (This is exactly what he wrote in his letter).*

In 1923 posters were produced for the north Farington area (inviting sealed tenders to be endorsed “scavenging”), *“to remove all house refuse, ashes, etc. From middens once every three months, and ash bins once every 14 days, and to empty and disinfect all pails (where existing) once a week”*. Unfortunately it is not recorded who submitted the winning tender or how much it was for.

Lancashire & Yorkshire Railway Company.

It appears that over the years the Farington Parochial Council had a graet many problems with the Railway Company, especially in the north ward, where the developing Railway was ‘eating away at public rights of way and regular footpaths’. There seems to have been almost monthly correspondence relating to one problem or another.

Also – in June 1903 it is recorded that *“the Lancashire and Yorkshire Railway Company be asked to issue excursion tickets from Leyland to Blackpool at 1/9d., the same price as from Lostock Hall to Blackpool. The price presently being 2/- is considered unfair.”*

And – in August 1905 the letter to the Railway Company was to ask them to *“cause the train leaving Preston at 8.45 p.m. to stop at Farington”*. (Otherwise there was no train back from Preston for revellers.)

Any other Business.

March 1901 – *“Mr. McMinnies (Manager of Farington Mill) be informed that complaints have been made to the Council respecting the keeping of pigeons by occupiers of East Street and thereby polluting the roof water.”*

March 1901 – It was reported that *“there have been repeated complaints from householders about the low pressure of gas until 5.30 p.m. when the mills close. It was agreed that there was now a need for a new mains gas supply to the dwellings in south Farington.”*

February 1906 - *“Resolved: that the Parochial Council for the township of Farington view with alarm the large and unnecessary rates levied for County Rate and particularly the amount included from time to time for educational purposes and that they are concerned to learn that an application has been made to the Local Government Board by Lancashire County Council for power to levy a rate of 3 pence in the £ for Higher Educational purposes”*.

March 1907 - The Clerk was instructed to *“notify the postal authority that on Whit Tuesday one delivery and one collection of letters is all that is required”*.

July 1907 - *“As there was no business before the meeting the members retired.” !!!*

References

Farington Parochial Council Minutes

CRO Preston

Ref. PR2692/2/3/4

JOAN LANGFORD.

A BRIEF HISTORY OF CUERDEN HALL



Cuerden Hall, now the Sue Ryder Nursing Home, has had a very long history. The earliest recorded document relating to the Manor of Cuerden dates from 1199, when Cuerden was built by the Molyneux's, and owned by them until 1310. From 1310 – 1521, the Manor of Cuerden was held respectively by various branches of the Charnock family of Charnock Richard, the Longtons, the Sweetings, the Banastres and the Parkers, who later became the Townley-Parkers. (Note that the Banastres and the Parkers were joined by marriage towards the end of the seventeenth century and became the Banastre-Parkers)

In 1717, Mr Banastre-Parker built a classical house on the site of the old Cuerden Hall. The 1717 building and octagonal summer house are now incorporated in the South front of the present building. In 1788, Cuerden Hall was inherited by Mr Thomas Townley-Parker, who was High Sheriff of Lancashire in 1793. His wife Susannah, was daughter and heiress of Peter Brooke of Astley Hall, Chorley.

Mr Robert Townley-Parker, who was High Sheriff of Lancashire in 1817 and Tory MP for Preston in 1837 – 1841 and 1852 – 1857, commissioned Lewis Wyatt to build a mansion incorporating the 1717 house and octagonal summer house. Work began in 1816 and was completed in 1819. Historian, Dr J M Robertson described Cuerden in the following terms, "*The hall is of outstanding interest and apart from Astley Hall, Chorley, it is the most important building in the New Town area*".

The architect of Cuerden, Lewis Wyatt, (1778-1853), was a pupil of his famous uncles, Samuel, and James who were both architects. He became Clerk of Works at Whitehall in 1818. He unsuccessfully entered designing competitions for Downing College, Cambridge in 1805, and the Houses of Parliament in 1836. Among his many commissions he completed are Lyme Hall, Cheshire, Tatton Park, Cheshire and Stockport Parish Church, Cheshire.

In 1906, Cuerden Hall and its estates were inherited by Mr Reginald Arthur Tatton and the following year alterations were undertaken.

During World War I it was converted into a private hospital for soldiers and run by the Tatton family, becoming once more a private residence when peace returned. During World War II it was converted into an Army Education Centre and then became the Headquarters for the army's North West District with accommodation for the Major-General in command.

After redecoration it was taken over in 1977 by the Development Corporation (now Commission for New Towns or CNT) for office use. It was restored to its former glory in the 1980s in a sympathetic and understanding style to show its architectural heritage in Central Lancashire. In 1993, CNT moved its offices to Warrington and the Sue Ryder Nursing Home moved into Cuerden Hall.

The legacy of the Townley-Parkers and the other families is Cuerden Valley Park which was the Cuerden Hall Estate. Astley Hall contains relics of the Charnock, Brooke, Townley-Parker and Tatton families.

Note that Cuerden Hall is a private nursing home and is not open to the public.

JAMES MAWDSELEY

THE MILLENIUM AND THOSE ELEVEN DAYS.

When Britain changed from the Julian to the Gregorian calendar in September 1752, measures were taken to correct the error of eleven days that had accumulated since the introduction of the Julian calendar in 45BC.

The error had come about because, in the Julian, every centennial year had been a leap year; this was rectified by the Gregorian Calendar introduced by Pope Gregory XIII in 1582 and adopted by Italy, France, Spain and Portugal in that year.

Apart from the above countries losing ten days, (October 5th to 14th inclusive) in 1582, Pope Gregory ordained that, in future, only every fourth end of century year would be a leap year, giving the rule of thumb that only centennial years that are divisible by four hundred are leap years. And so, 418 years after Pope Gregory's pronouncement, Britain has its first centennial leap year in the year 2000.

Clearly, from the above, Pope Gregory looked upon centennial years as 'end-of-century' years and would, no doubt, have been a strong proponent for January 1st, 2001 being the start of the new millennium.

Finally, for those of us who are resistant to change and still use the Julian Calendar, (believe it or not there are still some who do), the error that was eleven days in 1752 will be fourteen days by the year 2000

Reference.

Waring, W.E. 'Give Us Back Our Eleven Days' Lailand Chronicle No. 34, 1988

W.E.WARING.

MEMORIES OF LEYLAND

PART ONE

In the early 1980s, for my own and family's amusement, I wrote down some early memories of Leyland as a young boy growing up in the late 1940s and early 50s. It consisted of seven chapters, of which chapter one (Favourite Walks) and Chapter four (School Days) have been used as the basis for previous articles. The rest has only been read by immediate members of my family. For what it is worth, I have edited chapter two and the revised version is as follows.

Gangs.

Today much is made of young people and their lack of respect for authority and property. There are far more reports of vandalism and fighting and drug abuse. Complaints are made about groups hanging around on street corners and teenagers complain of being bored.

I don't recall being bored when I was young. However, I did belong to a gang. It was a mixed group from the immediate vicinity – Vevey Street, Broad Street, Eden Street and Towngate. Its members were Brian Parker, Jean Platt, Barbara Sumner, Sammy, Rosie and Danny Crook, Kenneth Mann, Monica Jackson, my brother Leonard and myself.

A favourite habitat was the old market in Towngate opposite Jack Thacker's newsagents. (My mother and Jack were in the same class at the old St. Mary's School in Towngate) The market was once the site of handloom weavers' cottages but is now occupied by a housing development. The market stalls were marvellous for sitting, sheltering, jumping and running around playing chasing games. Even though we used to swing on the more stable ones, we did not deliberately cause any damage. Vandalism was alien to us though we were not angels! If we were noisy local residents would ask us to move along. Occasionally we played tricks on them by knocking on their doors and then running away.

Another favourite playing area was the 'Rec'. It was always known as that but we weren't aware that it stood for Recreational Ground. Older residents of Leyland would know it as St. Andrew's Green. On one side, bordering the backs of houses and shops on Towngate, where now stands the present Food Giant/Kwik Save store, there were two sets of swings. Behind these was a small copse. I remember one tree which was excellent for climbing once you had negotiated the trunk up to the first branch. To help us climb it we had placed nails which acted as foot holds.

The 'Rec' was a convenient short cut from Sandy Lane to the library (at the corner of William Street) and the shops in Towngate. The grass was well worn to form tracks. The bottom end of the 'Rec' near the War Memorial, was very rough with stones and gravel and numerous holes. There was a slight slope. This area was occasionally used for parking though there were few cars to fill it. It was also the site for the annual Fun Fair and the less frequent Circus.

There were two parts of the 'Rec' which we particularly used – one for football and one for cricket. Opposite Tomlinson's wood yard was a level stretch where we had our cricket pitch.

It was useful to have several huge blocks of timber lying close to the track that was William Street, as they stopped the cricket balls when we had insufficient numbers for a wicket keeper. The blocks made a good seat when we were tired. They were also excellent for balancing and jumping games.

Imagine our dismay and horror when the local council gave permission for the local branch of the O.A.P. to erect a hut, as a meeting place, on our favourite cricket pitch. I don't think we ever forgave them. To make matters worse the pensioners didn't like us playing near their hut.

The 'Rec' was also the site for our bonfire. For several weeks before November 5th we would gather all kinds of combustible materials and we vied with rival gangs as to who could erect the largest bonfire. The bonfires had to be guarded because some unscrupulous gangs would raid for extra material or, even worse, set yours alight!

One gang, of which the Donnelly family were members, built a superb one on the land between Canberra Road and the railway, where the Methodist Schools are now situated. I remember this one in particular because it had a den inside which was quite roomy.

We never regarded bonfires as dangerous. They were great fun. We baked potatoes, ate home-made treacle toffee, set off our fireworks and thoroughly enjoyed ourselves. In spite of this, accidents did occur. My brother, Leonard, picked up a banger which he thought was a dud but it went off in his hand. Fortunately it didn't do too much damage but his hand was in bandages for several weeks afterwards. Another foolish trick we did with bangers was to make rockets. We used the thin metal cigar tubes which my Grandad Jolly used. To these we fitted a pair of cardboard wings and placed a banger inside. We laid the rocket against a brick and lit the firework. We stood well back and waited for the result. The explosion sent the cigar tube on a journey into space of approximately fifteen feet! The tubes were re-usable for two or three more flights before splitting.

Our bonfire site was near to Tomlinson's wood yard and on one occasion a strong wind on Bonfire Night gave cause for concern. Sparks were being blown in the direction of the wood yard. Some local residents had memories of the disastrous Tomlinson's fire several years earlier, and they called the Fire Brigade. We booed when they came as our festivities had been spoilt and brought to a premature end.

Tomlinson's fire was spectacular. From my home, in Towngate, I could see a great pall of smoke rising in the morning sky and the smell of burning was all around. Fires were a great attraction and I went out to watch as the battle against the fire unfolded. The heat was oppressive and I was forced to retreat from my vantage point. The site was rebuilt but for several years you could see the remains of melted tar from the fire on the walls in Eden Street.

There was always a delicious smell of sawdust especially in Summer when it was too hot working in confined spaces and the large doors were opened for fresh air. I would stand for ages watching, fascinated as the workers sawed sizes and shapes of wood. The whine of the saws filled the air. There always appeared to be some waste on the site, at least we thought it was waste, so we had no qualms when we 'borrowed' broken lengths of sticks to make our swords. This usually occurred after we had been watching Robin Hood or some other sword wielding heroes at the Saturday afternoon matinee at the Palace Cinema.

Just after the war, Tomlinson's yard held another great attraction – a large glider – which we imagined had been used for operations against the Germans in France or Germany. Not that we knew where either country was. They were just names we had heard our parents or relatives talking about.

We didn't confine our play to the 'Rec' or market. We would go further afield (relatively speaking). Another favourite spot was Little Brook. To get there we would cross the 'Rec' to Sandy Lane and cross Church Road near the dilapidated Grammar School building (now the Museum). If we were feeling adventurous we would mount the steps by the swing gate and jump down to the other side. We might even pause and look at the inscription above the doorway of the school house. It was difficult to read with being partly worn away.

Occasionally we might look at the sundial but we could never make it agree with the Church clock. From there we would go to have a look at the 'devil's grave'. The carving on the table top tomb was the outline of a weird looking man. It was the grave of William Walker.

On very hot days we would quench our thirst at the tap at the rear of the Church, even though it was intended for filling vases and pots on the graves. If you carried on towards the arch you would walk over some old grave stones which we thought marked actual graves so we tried to avoid stepping on them.

Passing through the grave yard, with a stop at my mother's grave, we went through the swing gate near the grave of the soldier who was at Lucknow, up the track past the playing field on the left, now built on, and up to the iron swing gate, (or was it a stile?) on Park Road.

Here there was a slope with proud trees whose roots twisted and turned across the path that led down to Little Brook. Its water gurgled along quite happily in Autumn, Winter and Spring, but in Summer it was reduced to a trickle. To cross it you went over a stone slab bridge. On the other side was a stile and a footpath which brought you out onto Worden Lane, opposite the entrance to the car park.

At Little Brook we would paddle, jump backwards and forwards across the stream and make dams. On one occasion we made a den at the foot of the large tree nearest to the brook at the left hand side. It was made from wood and the roof was canvas and branches. We thought it would be waterproof and consequently made plans to spend the night there. Unfortunately we were not allowed to carry out our preparations. I doubt we would have stayed very long at this lonely and quiet spot.

Today the brook cannot be seen – it has been culverted. The fields have been built on, the 'Rec' is a car park, Tomlinson's has gone, the market moved and the top end of Towngate a desolation.

Fortunately we still have our memories of happy times and playmates.

EDWARD ALMOND.



LEYLAND HOUSE – A POSSIBLE DATING.

Recent work being undertaken on the site of 'Pollard Hall' – the building that stood between Occleshaw House and the old St. Mary's presbytery (Leyland House) on Worden Lane – has revealed a clue to the possible age of Leyland House.

In a boundary wall which touches the rear north-west corner of Leyland House, a brick has been found bearing the inscription, IN1772. From research done many years ago – part of which was used in an article in the 'Lailand Chronicle' (Ref 1) – we know that four generations of the Nowell family had lived on the site.

Mr Christopher Nowell had come to Leyland in the late 17th century from Preston where he had been one of the seventeen Capital Burgesses or Councilmen named in the second Charter of Charles II (dated 1684-5) granted to the town of Preston.

The Reverend Stuart White (Ref 2), in his note to the burial of Martha, wife of Christopher Nowell January 31st, 1694/5, whilst giving the above information on Christopher, also points out the family connection between the Nowells of Read and the Faringtons of Worden. He surmises that Christopher may have been a younger son of a younger son (of Read). The 'IN' of the inscription IN1772 is John Nowell, great-grandson of the above Christopher, the I being Iohannes

William Pollard, - who gave his name to Pollard House – married Margaret Nowell, sister of the above John, October 9th, 1764, at Leyland, but where they lived at this time has not been established. The only dating of Leyland House so far attempted seems to be that of the late Bert Morris in his 'Memories of old Leyland' (1979), where he gives C. 1775.

Examination of the wall bearing the brick inscribed 'IN1772' seems to show that the wall was built after Leyland House had been erected and so gives a more accurate date to the building of the property. One wonders if, somewhere on the other side of the wall, there may be a brick inscribed, 'WP1772!' Further investigation is obviously called for.

REFERENCES

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2. White, Reverend Walter Stuart 'Register of the Parish of Leyland' Volume 21, The Record Society of Lancashire and Cheshire.

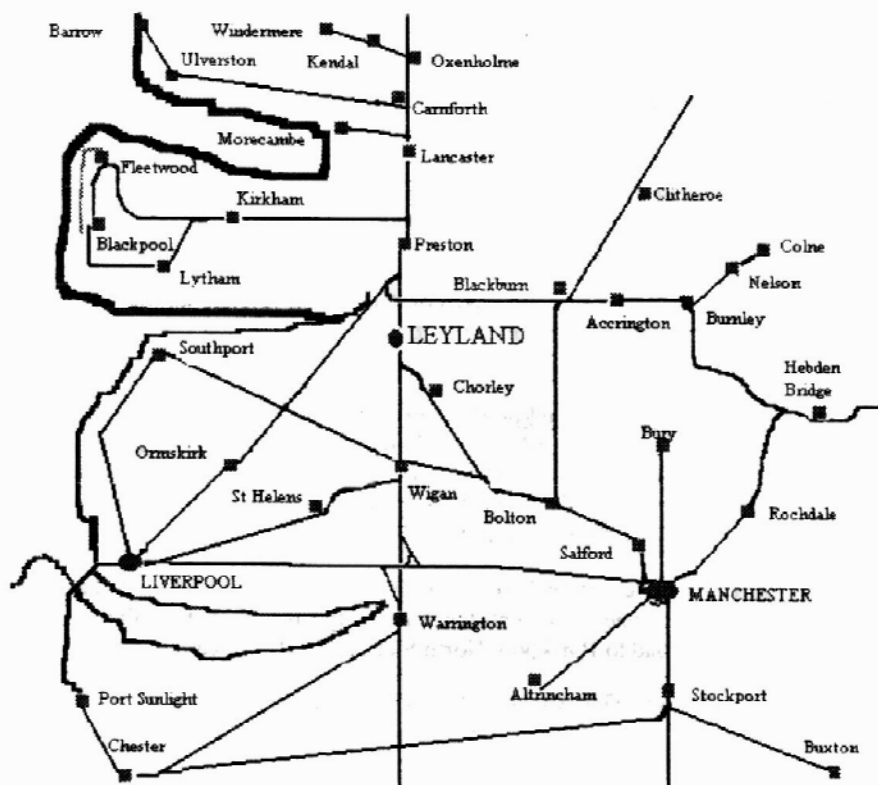
W.E.WARING.



TRIPS - THE STORY SO FAR

When I organised the first rail trip to Manchester in September 1994, little did I think that five years later, with our last trip of the season, the society members would be on their twenty fourth journey on British Rail, or North Western Trains as the local company is now known

Our loyal trip members have accompanied us on these trips, though we are always happy to see any extra persons and this article, covering all the trips, will, I hope, mention a few things we have learnt over the outings.



1994

1. 25/09 Manchester City Centre Our first outing to Manchester, led by myself, was from the heart of Piccadilly Station and round the corner to the Dale Street Lock on the Rochdale Canal. At first we followed the Rochdale Canal under the Rodwell Tower building and along Canal Street through a hidden part of the city. We then passed under the Palace Theatre, through Deansgate Tunnel and onto the junction with the Bridgewater Canal at Castlefield.

We then passed under the Palace Theatre, through Deansgate Tunnel and onto the junction with the Bridgewater Canal at Castlefield.

The trip was completed by a walk around the Castlefield basins and warehouses, the recreated Roman fort, the world's first railway station on Liverpool Road, the Museum of Science and Industry and other delights of this area

2. 23/10 Wigan The following month we headed south to Wigan diverted via Bolton. Mr Blakeman from the History Shop, attached to Wigan Library, volunteered to take us round the centre of Wigan. The number of old music halls, the Parish Church grave yard, the Town Hall and the civil war are all things that can still be recalled.

1995

3. 01/04 Blackburn The following spring, Maggy Simms from Blackburn Museum met our party at the railway station. She took us around the Cathedral and through the town centre looking at all the old buildings. We passed the new library in the old Co-Op premises and finally reached the old library which is now the town's museum. The stone relief over the main door shows the many benefits of learning.

For our return journey, we visited an old and almost abandoned church with local coats of arms painted on the ceiling. We completed our walk to the station after following the Leeds & Liverpool Canal towpath from Eanam Wharf along the embankment above the station.

4. 21/05 Fleetwood & Blackpool Our first seaside trip took the form of a rail trip to Squires Gate Station on the Blackpool South line. Here we changed transport to the Blackpool tram for the full route from Starr Gate to Fleetwood along the promenade line. Once in Fleetwood, we met Martin Ramsbottom the local history librarian, who took the party on a tour of the port and the adjoining River Wyre.

We then walked around the Decimus Burton planned town, ending the walk at the North Euston Hotel, where we 'entrammed' for the trip back to Talbot Square. We then walked up Talbot Road to Blackpool North Station and thence caught the train home

5. 17/06 Lancaster This was intended to be a tour of Lancaster. However, after a visit to the Priory Church we made our way to the Judges Lodgings Museum and here we met Stephen Sartin. His skill and enthusiasm taking the party round the Judges Lodgings Museum, paying special attention to the Waring & Gillow furniture, took up most of our time. We will be returning again to Lancaster to visit the Maritime Museum.

6. 16/07 Buxton As our local trains now have much further terminal stations, I decided to take our party to Buxton which is the longest trip it is possible to do from Leyland Station without changing trains.

After a short walk around the Pavilion Gardens (including a visit to a second hand book fair!), we met Jennie Ainsworth, a blue badge guide, at the adjoining Spa Rooms. She then took our party, together with a visiting Australian, around the town, passing the well dressings, the hotels and well kept houses with their beautiful gardens.

7. 27/08 Chester With the Inland Waterways Association holding their National Festival at Chester, the group went, via Liverpool and thence the electric underground Wirral line, to Chester. Walking out of Chester Station, we soon gained the Shropshire Canal towpath and headed northwards, with the bridge numbers being pointed out by the canal guide.

We passed the Chester town walls and then descended the Northgate staircase locks to reach Tower Wharf, where the narrow boats attending the festival could be seen all the way to the show ground at Blacon. Here were boats, displays, sale stands and Mikron theatre to see, before the group returned to Leyland from Blacon Station.

8 24/09 Burnley On our trip to Burnley, we detrained at Burnley, Manchester Road Station. This gives easy access to the Weavers Triangle area of Burnley, being on the Hebden Bridge line. We met a guide from the Weavers Triangle museum who took us westwards along the Leeds & Liverpool Canal to view various mills, weaving sheds and a restored mill engine now without a mill to power.

We then walked in the opposite direction past the British Waterways yard and onto the Burnley embankment, known as the Straight Mile. We eventually returned to the museum for a welcome tea and biscuits.

9. 28/10 Ormskirk On our final trip in 1995 we headed off down the Cinderella service of North Western Trains, - the Preston to Ormskirk service. The single line and run down state of the stations did not prepare us for the busy market town at the end of the line. We met Mona Duggan, our guide for the day, who took the group around the sights of the town, including the famous church, all mentioned in her well researched book on the town.

1996

10. 20/04 Clitheroe For the trip to Clitheroe, we took an unusual route, setting off south to Bolton, here changing to the Clitheroe train, which runs, via Entwistle and Darwen, to Blackburn. From here it turns left at Daisyfield junction and thence on to Clitheroe.

On arrival, we met our guide who took us through many back streets eventually arriving in the basement of the library. This building had previously been the police station and the cells were still there for our discovery. I managed to meet an old friend who had starred briefly when he stood for election as a local grocer against a Welshman coming to Ribble Valley to seek election.

11. 19/05 Hebden Bridge. For our first and, at present, only trip into foreign parts, we went to Hebden Bridge in West Yorkshire. The most striking memories of this day, besides the hills and of course the Rochdale Canal, were the multi storied terraced houses striding up the hillside. However, my personal favourite was the jumble sale in the church hall, where I managed to purchase a Stackridge album which I had spent 20 years searching for.

12. 14/07 Bury For our second tram trip, we caught the train to Manchester Deansgate, where we crossed to the Metrolink station to wait for a tram. The tram took us first, through the centre of Manchester via Piccadilly Gardens to Piccadilly Station. Here we changed tram to the Bury service. After passing through Manchester Victoria, we took the Bury line north until we arrived at Bury Interchange.

Here we met Kevin Mulley & Terry from the Bury Heritage Centre. They took us around Robert Peel's town and this was followed by lunch in the Heritage Centre. Our guides left us at the East Lancashire Railway where we could see steam locomotives at work.

13. 15/09 Southport Our sea side trip for this year was to Southport, which we reached by changing trains and stations at Wigan. Bruce Hubbard, from Maghull, met us at the station and took the group to see the sights of Lord Street including the site of the first hotel, which is now covered by a roundabout.

After passing the old Cheshire Lines Committee station, now a Safesway supermarket, we finished our trip with a walk along the promenade. Some of the party then took themselves off to the Steamport railway museum for further investigation.

14. 20/10 Warrington Our last trip of 1996 was also our fastest, though we had to go north to Preston first to catch an Inter City train from Preston to Warrington. Hence, as the trip notes stated, we passed through Leyland at 100 m.p.h., making it more difficult that usual to observe the rail side.

As our train pulled into Warrington Bank Quay Station at 11am, Henry Ashcroft was on the platform to meet us. He then proceeded to show the group the extensive railway network and river wharves before heading into the town centre for lunch at the Methodist church. This was followed by a walk past the ornate and gilded Town Hall Gates. As we returned to the station at 4pm via the River Mersey bridge, Mr Ashcroft informed us that we had only seen a third of the town and we would have to return.

1997

15. 27/04 Rochdale The rail trip to Rochdale meant a change of train at Salford Crescent before we headed through Manchester Victoria and on to Rochdale via the Oldham loop line. Hence we approached Rochdale station from the north. After a short walk into town, passing the parish church and descending the 120 steps to the town hall and the unattached clock tower, we were met at the tourist office by our guide for the day, Anne Thomas.

After resisting the offer to climb the steps again, we surveyed the road and area in front of the grand town hall under which runs the River Roch. We then headed up the other side of the valley following the pack horse tracks, old back lanes and ginnels. Eventually we arrived on Toad Lane, the first home of the Co-operative movement, where we were given a guided tour and shown the Leyland & Farington Co-operative Society seal.

16. 24/05 Morecambe The seaside trip this year was to the town of Morecambe, now able to be reached by direct service from Leyland, at least on a Saturday! We arrived at the new station building and proceeded to walk to the promenade and the old Promenade Station which now serves as a tourist information centre.

Here we met our guide, Janet Nelson, who took us into the Midland Hotel and then around the west side of town until we reached the site of the original village of Poulton, though the Co-op of Thora Hird's young days had long since disappeared!

17. 13/07 Kendal Our most northerly trip to date started with a change of train at Preston where we boarded the Windermere service. On this trip, we stayed on the train past Kendal to appreciate the whole of the branch line. We alighted at Windermere for a brief look around before returning to Kendal.

After walking into town, avoiding a heavy downpour (our first rain on a trip) we met our guide, Dr John Satchell, by the war memorial. He then proceeded to take us around the town, through the yards situated behind the houses on the main street. This included one yard that used to house the butchers of the town, though the town burghers did not take too kindly to the offal running down the middle of the street in an open sewer! We then climbed the streets until we reached the site of the town's first fortification and could look down onto the castle across the Kent valley.

18. 21/09 Altrincham The tram trip for this year again took us first to Manchester Deansgate, where we caught the Metrolink southward to its terminus at Altrincham. On these rail trips we do discover how busy towns are on a Sunday, Altrincham being the most quiet we have seen to date.

We met our guide, Chris Hill, who, after a walk through the shops, pubs, hospital, and churches (where some of our party got refreshments, - much to the embarrassment of others!), then took us through the leafy suburbs to Bowden. Here we learnt the difference between a Lancashire semi- and a Cheshire semi-detached property.

19. 19/10 Nelson & Colne To complete our coverage of the East Lancashire rail network, we travelled to the end of the line at Colne on a stopping train from Preston. After a brief look at the end of the line, with its former Midland Railway extension to Skipton now just a memory, we returned to Nelson. This was built as a new town last century, on the old village of Marsden.

Here we met our guide, Mrs Metcalfe, who took us around the town, including the wharf of the Leeds & Liverpool Canal. Unfortunately the town, with its abandoned churches, factories and run down pubs and station, showed that, whilst the town had an interesting past, the future did not look too rosy.

1998

20. 26/04 Lancaster This year we have used the same train out of Leyland for the first three trips, changing at Preston each time. On arrival at Lancaster Station, we walked to the Priory Church overlooking the city to the east, whilst to the west was the Lune estuary.

After lunch we walked back to the station to meet our guide, Janet Nelson, who took us to a Quakers Meeting House, a courtyard of almshouses, town squares, homes of murderers and around the shopping district. We then headed for Lancaster Castle where we took a guided tour around the courts, dungeons and state rooms.

21. 31/05 Lytham Our seaside trip this year was to the old fishing village of Lytham, which we reached by train on the Blackpool South service. At the station public house we met Stanley Brown who took us first to the gates of the estate of the Clifton family, the family that established Lytham.

We then made our way through the town past the sea shell buildings and pavements until we came to the promenade and green. Following a guided tour around the windmill and the lifeboat station, we headed along the promenade towards Fairhaven and then, after a look at the parish church, we headed back to the station.

22. 28/06 Ulverston Travelling along the Cumbrian Coast, we passed Grange over Sands before reaching the viaduct which led into Ulverston. We walked into town, meeting our guide for the day, Jennifer Snell, by the war memorial in the market square.

She took the group around the town showing the various stage-coach inns, old back routes, drains and churches. When she left us we all visited the Laurel & Hardy Museum. Someone then suggested that we had a look at the Ulverston Canal. It was only a short walk, honest!!

23. 27/09 St Helens Following a change in plan, the destination of St Helens was consequently not as well arranged as usual, especially as it was the first day of the North Western Trains winter timetable. Therefore, it came as no surprise to find that the half hour journey would take over an hour having to go via Bolton and Westhoughton. However, this made for an interesting rail trip.

We were met from the train by the blue badge guide, Anne Marshall, who took the small group past the old music halls, tram sheds, town hall, and library, telling us the stories of the Pilkington Brothers and their glass industry and Mr Beecham and his pills. We eventually arrived at the Safeways supermarket and the Stakis Hotel, both full of Pilkington Glass and using the St Helens Canal (or Sankey Navigation) as a moat.

After a short lunch stop, we headed for the parish church where we met Mary Presland, our second guide for the day, who was wearing a SCARS sweat shirt. As secretary of the local historical society, she has recently had a pictorial book about St Helens published. She took us to the Quakers meeting house, pointing things out as she went. These included the miner on the roundabout with his wife bent over.

As a small group of us had a walk along the canal, she ferried the remainder to the Pilkington Glass Museum, and picked the canal group up later (after an unsuccessful attempt to find the canal double lock) at the Safeways supermarket, and from there we followed the first group. We all had a look around the exhibition before Mary ferried us all back to the railway station.

24. 25/10 Bolton

To be continued!!!

PETER HOUGHTON

GRIMSBY TRAWLER 'LEYLAND' GY254

Some years ago whilst browsing the 'Teletext' in a section devoted to 'Family Tree' and 'Service Pals', I came across a request by a gentleman in Glasgow for any former crew members of the boat 'Leyland' to get in touch with him. Apparently, the 'Leyland' had been sunk in a collision in Gibraltar Bay on November 25th, 1942: This was the first that I had heard of the 'Leyland'.

The only Leyland connection with the Navy in World War Two, apart from the many men who served in the Senior Service, was thought to have been the adoption by the town of the corvette HMS Marguerite in Warship Week, 1942.

Enquiries locally failed to reveal any information on the 'Leyland', and mislaying the telephone number of the gentleman in Glasgow did not help either. And so, with a possible source of elucidation north of the border lost, the matter was gradually forgotten.

Recently however, quite by chance, details of the origin of the 'Leyland' came to light. Member David Hunt, undertaking research on an unrelated topic, was using the book 'The Steam Trawlers and Liners of Grimsby' by C.B.Cox (1989).

Never passing up the chance to check a book's index for anything relating to Leyland, I was more than a little surprised to find the name 'Leyland' listed. Turning to the relevant page revealed details of the boat that had been the subject of the Teletext request some years previously.

"Steam Trawler 'Leyland' GY254 (of Grimsby)

Owners Hagerup and Doughty.

Built by Cochrane of Selby and registered January 1936

Registration No. 164398. Gross Tonnage 452

Net Tonnage 191. Length 161.8ft. Breadth 27.1ft.

Depth 14.2ft. Quarterdeck 88ft. Forecastle 28ft.

September 1939 to Admiralty Service

Sunk by collision in Gibraltar Bay November 25th, 1942"

The above are the basic details of the 'Leyland', but it would be interesting to know more about this boat that bore the town's name and the role that it played in World War Two.

W.E.WARING.

LETTER BOXES IN LEYLAND.

Some years ago I noticed that a letter box situated in Runshaw Lane had the Royal Cypher "VR" cast thereon. The next time I drove past, the "VR" box had been removed only to have been replaced by a modern one bearing the Cypher of the present Queen. This, coupled with an earlier removal of a "VR" pillar box in St. Thomas's Road Chorley, made me think that these old letter boxes are part of our heritage and should, where possible, be treated with the respect due to their age.

You could be forgiven for asking, "What can I do about it?". Well, I made a few enquiries and became a member of The Letter Box Study Group (LBSG), whose objectives include, 'the encouragement of research, preservation, restoration, recording and documentation of letter boxes, mainly those of The British Isles and British letter boxes in foreign countries'.

I think that members of a Historical Society are usually inquisitive by nature. With this in mind perhaps you may wish to examine your local letter box as well as others in the Leyland area.

I have knowledge of the whereabouts of at least one Edwardian box in our area as well as several of the George V period. There is also a green coloured one which is privately owned. It is mounted on the fence at the front of a private house.

There are no prizes but you may wish to report your finds to me. My address is 1, Cumberland Avenue, Leyland, Preston.. PR5 1BE and my telephone number is 01772 424363

To help you in your quest, letter boxes are classified according to the Royal Cypher and then further classified by type.

The Royal Cyphers are:-

VR -	Queen Victoria
EviiR	Edward VII
EviiiR	Edward VIII
GR	George V
GviR	George VI
EiiR	Elizabeth II

The Types are:-

PILLAR BOXES, which are the large round ones, usually about 5' high. There is one in Church Road, near to Leyland Cross.

WALL BOXES, which are usually set in walls and have a flat front. There is one outside Leyland Railway Station, and

LAMP BOXES, which are the smallest type and are designed to be hung from telegraph poles or mounted on thin poles. They can also be set in walls. There is one in Beechfield Drive, off Church Road.

You should also make a note of the exact location of your 'finds'. Good hunting!

CHRIS WALLACE

SNIPPETS

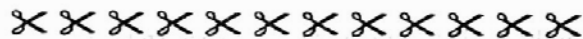
Drowned in a well.

On Monday, Mr. Gilbertson, coroner, held an inquest at Leyland on the body of William Bond, six years old, the son of a joiner living in Edward Street.

On Friday evening a boy named William Wilkins was passing the well in Water street Lane when he saw the deceased struggling in the water, and raised the alarm.

Richard Sumner, Blacksmith, got the child out and carried him home, but he died afterwards. A verdict of "Accidental Death" was recorded.

Chorley Guardian and Leyland Advertiser – 31st July 1880.



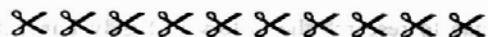
Alice Rowlinson's Charity

On December 20th, the eve of St. Thomas' Day, Alice Rowlinson's Charity was distributed to 86 widows. There were over 20 new applicants, some of them 'war widows' and, as the income of the Charity remains stationary, the trustees were obliged to be stricter in scrutinising the claims of applicants.

Mrs. Hackforth who, with her husband and the late Mr. T.F.Hutchinson, took such care in administering the Charity, wrote a letter of good wishes and remembrances; she hopes that "Old Allie's Gift" will help to brighten some homes at Christmas.

Mrs. Hackforth, who kept her 75th birthday last month, is living at Boston, Lincs.

Leyland St. Andrew's Parish Magazine, February 1920.



Leyland – John Stanning and Son, Limited.

This company registered on the 5th inst. with a capital of £100,000 in 10,000 shares of £10 each, to take over and carry on the very old established business of John Stanning and Son, Shrogg's Bleachworks, Leyland, as bleachers, finishers and dyers.

The list of the subscribers to the memorandum includes John Stanning, Harriet S. Stanning, J.H. Stanning of Leigh and Lieut-Col. J.E.P. Mosely of Ashbourne, Derbyshire.

Chorley Guardian and Leyland Advertiser, 8th November 1890

W.E.WARING.

THE STORY OF SANDY LANE

Sandy Lane used to live up to its name, being sandy and full of pot holes between Turpin Green Lane and Church Road. It had been a private lane, possibly owned by Leyland Parish Church, with gates at either end. The gate near the church was adjacent to Victoria Terrace, while the gate at the other end was close to Charnock Old Hall. On the 1844 Map there was only Charnock Old Hall, Townfield House and the small cottage with an orchard, opposite which is Victoria Terrace, along the whole length of old Sandy Lane.

By the 1896 Ordnance Survey, from the Church Road end, the houses of Pembroke Place, Prospect House and two developments that would eventually comprise the two long terraces opposite, had been built. However, beyond the Ginnel at the side of Prospect House, the lane still passed through fields, until it reached Charnock Old Hall.

The section of the road from Broad Square to Turpin Green Lane was incorporated into the new Balcarres Road when the development started in 1920. Sandy Lane, from Broad Square to Church Road, would continue as an unmade road for another thirty years.

The house owners received a notice dated 23rd May 1952 informing them that under the Public Health Act of 1875, the council intended, within the next three months, to Sewer etc. a Private Street. The notice included the dimensions for the sewers, foot ways and carriage ways, detailing the channel stones and curb stones.

In a later letter from the council dated 29th September 1955, one house owner was presented with a formal demand for payment regarding the private street works and the later provision of street lighting. The cost of £22. 15s 3d could be repaid over 5 years at 3s 9d per month, 10 years at 2s 5d per month or 15 years at 1s 6d per month. The lane we can see today shows the houses as they were originally built, the only area being redeveloped is the present site of the Sandy Lane Doctors' Surgery.

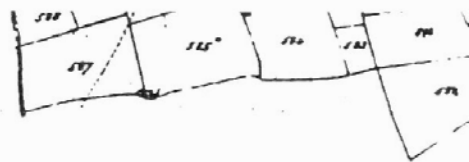
Researching the History of Sandy Lane

When the Society began to research the history of Sandy Lane, it had four avenues of investigation, these being 1, the census returns, 2, the planning applications, 3, the 1838 Tithe Map and 4, individual sets of deeds from the properties involved

Census Returns The Census returns, available from 1841 to 1891 inclusive, whilst giving the full details of the occupants of the properties, unfortunately only shows tenants, not owners. The numbering of houses only occurred in this century, therefore the census had to rely on the occupants to give their property a name, which, if the occupant changed, could also mean a change of name.

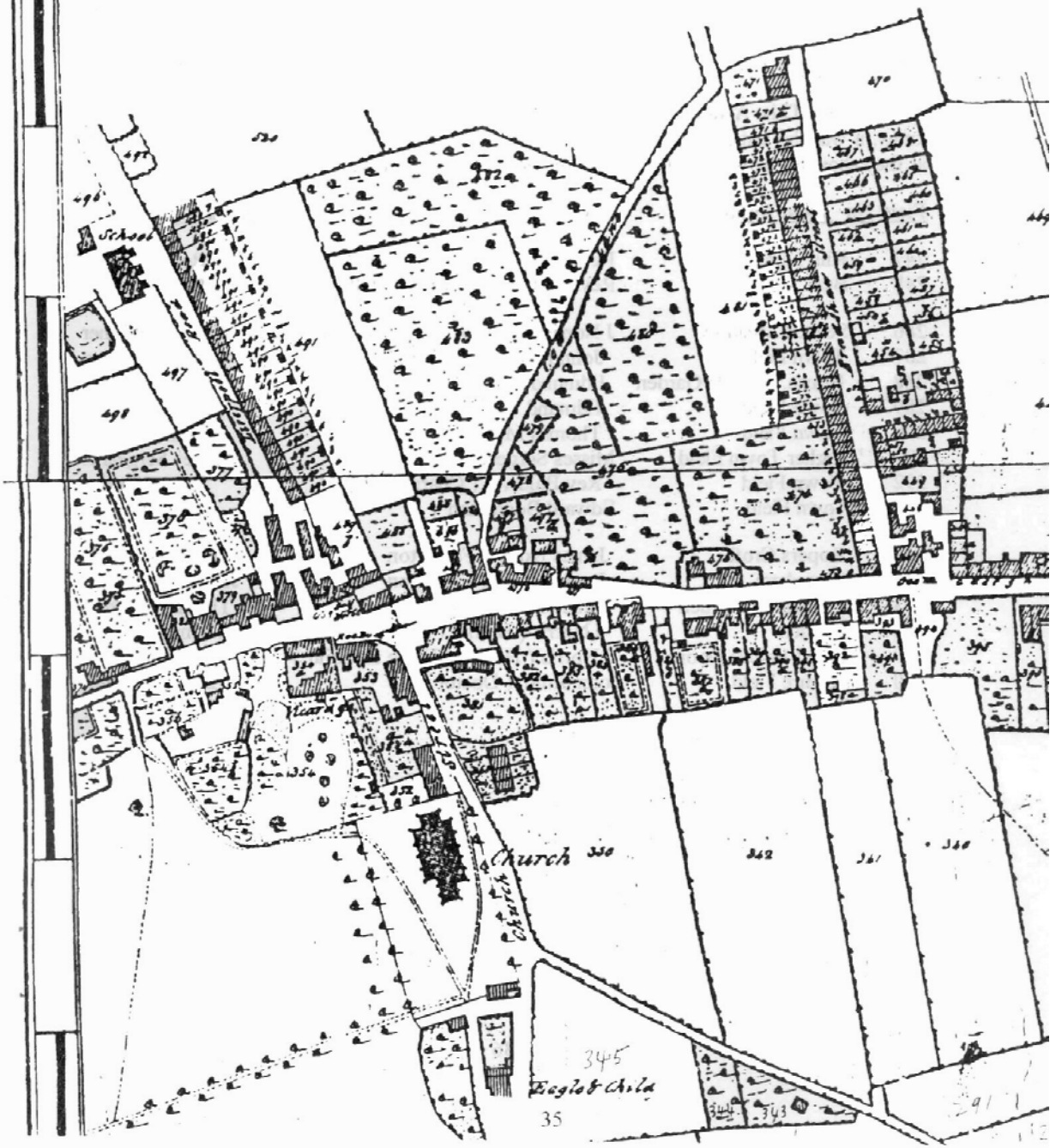
Luckily, the census taker would conduct the census from one end of the lane to the other in strict order, so it is possible to verify the property's place from its position in the list. The other problem, however, with the Sandy Lane census, was the inclusion of Pembroke Place, Vernon Place (at the bottom of Pembroke Place) and Victoria Terrace, within the list.

T



N O L

VILLAGE on an ENLARGED SCALE



Deeds

To research each property fully, the Deeds are still the best way of investigating the property's history. However, the problems and amount of time required to read a full set of deeds, multiplied by the number of properties, have made the Society be selective for this treatment, especially as the availability of the deeds has to be considered.

The art of reading and researching using a set of deeds, has been discussed in the 'Laird Chronicle' No. 43, dated 1997/1998.

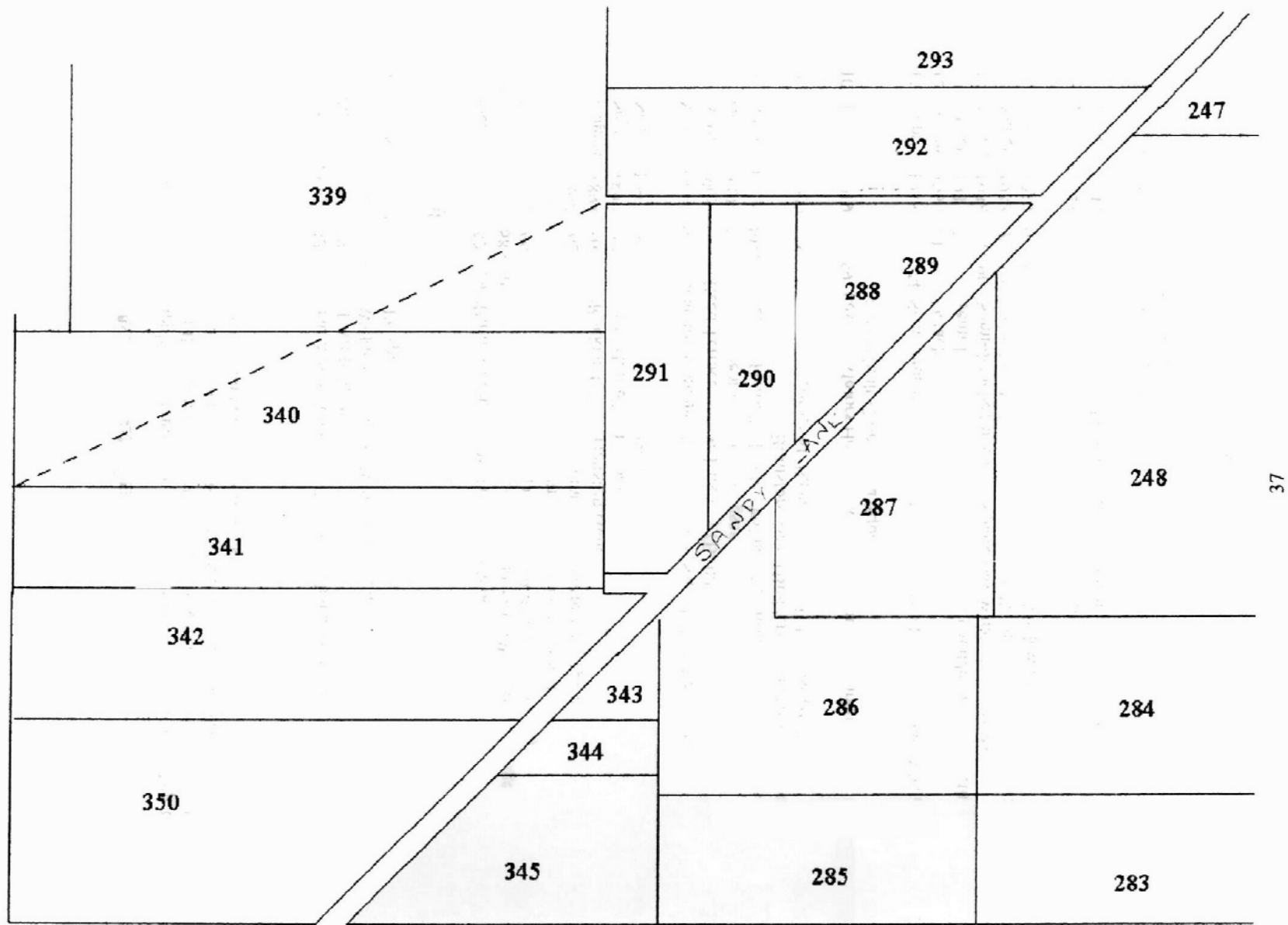
The Tithe Award Map of 1838

This Tithe Award Map was the first major listing of land ownership and, as far as we know, it was the last time it was done in that way. The details are as follows and are unique, as they show both owner and occupier for each field in the survey.

<u>Field No</u>	<u>Field Name</u>	<u>Owner</u>	<u>Tenant / Occupier</u>
247	Kiln Field	Rev Baldwin (Charnock Hall)	Robert Taylor
248	Bent	Rev Baldwin (Charnock Hall)	Robert Taylor
286	Second Meadow	J Norris (Heirs) (Eagle & Child)	Thomas Sumner
287	Town Field	John Finch (Heirs)	William Swann
288	House, Yard & Garden	Edmund Berry	Edmund Berry
289	Town Field	Edmund Berry	Edmund Berry
290	Town Field	Thomas Mayor	Edmund Berry
291	Higher Town Field	Misses Sergeants	Misses Sergeants
292	Town Field	Rev Baldwin (Charnock Hall)	Robert Taylor
293	Town Field	Edward Boardman	John Swann
341	Ropers Croft	James Nowell Farington	James Tomlinson
342	Two Acre	James Nowell Farington	James Tomlinson
343	Cottage & Garden	James Nowell Farington	Thomas Hesketh
344	Garden	J Norris (Heirs) (Eagle & Child)	Thomas Sumner
34	Croft before Door	J Norris (Heirs) (Eagle & Child)	Thomas Sumner
350	Pasture Field	John Smith (Doctor)	Dr John Smith

Tithe Award prior to 1828

<u>Field No</u>	<u>Field Name</u>	<u>Owner</u>
288	Town Field	Mr Saggerts Heirs
289	Town Field	Mr Saggerts Heirs
290	Town Field	Holcrofts Heirs
291	Higher Town Field	Mr Sargent



Leyland Urban District Council Planning Applications

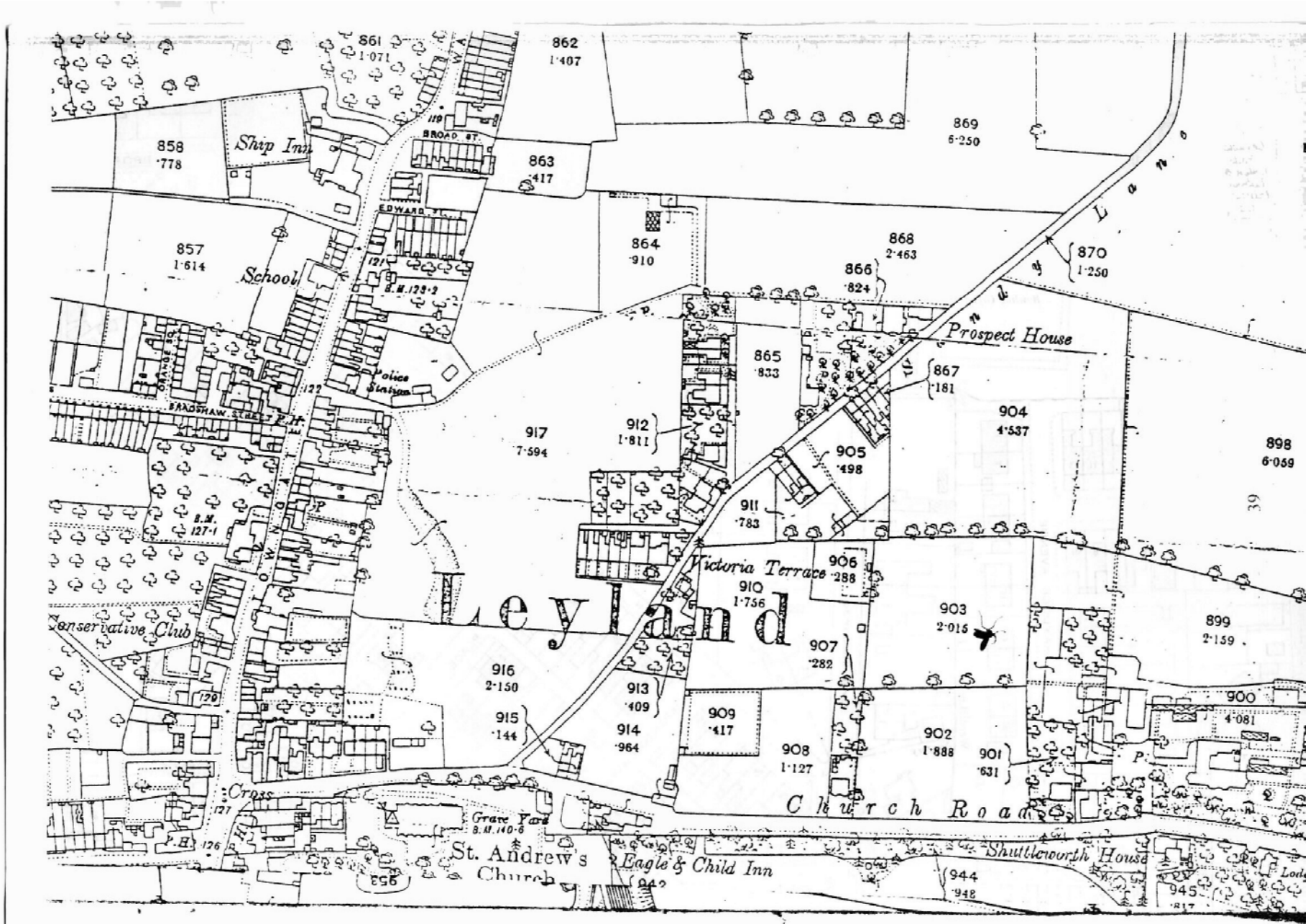
From the planning application register, it is possible to extract the dates when the houses of Sandy Lane received their approval. Unfortunately, as can happen even today, the date of building may be much later, so this can only be taken as a guide. Occasionally, some building did take place prior to obtaining planning permission.

Pre Council Details

- | | | | |
|--------|-------------|-------|---|
| 1. Pre | 1830 | 32 | Farington Cottage - Tenant - Thomas Hesketh |
| 2. May | 1836 | 39 | Townfield House |
| 3. Jan | 1854 | 33-35 | Willowton House / Willowton Cottage |
| 4. | 1861 - 1871 | | Prospect House |

Date of Approval

- | | | | | |
|------------|------|---------|---|---|
| 5. Oct | 1886 | 52 - 54 | "Burns Cottage" | Mrs Glover / H Wood |
| Dec | 1888 | 68 - 70 | | J Haydock (Builders); (W Forrester - Agent) |
| Nov | 1888 | 66 | | Miss D Swann (W Forrester - Agent) |
| Nov | 1890 | | | Dr Berry (W Forrester - Agent) |
| June | 1894 | 62 | | W Sumner (W Forrester - Agent) |
| August | 1894 | 50 | "Rocklands" | Thurston Hunt |
| Sept | 1899 | 48 | "Listz House" | E Knowles |
| Nov | 1903 | 60 | | Jas Tomlinson |
| May | 1904 | 56-58 | Deighton Cottages | Jas Tomlinson (Swindells & Rawcliffe) |
| 6. April | 1905 | 1 - 11 | Reed Terrace - | W Duxbury (Builders); T.E Smith |
| 7. Dec | 1908 | 2 - 24 | The Crescent - | Geo Gregson |
| 8. April | 1909 | 40-46 | "Melville House", "Lindumholme", "Cliftonville", "Lima House" | Brailsford Bros (Builders)(W Forrester - Agent) |
| 9. August | 1909 | 38 | "Ashleigh", corner of | Balcarres Place - H.B. Moss (Builders) |
| 10. Dec | 1919 | 49 - 59 | Leyland Motors Housing Society -12 houses planned | (8 were built -2 on Broad Square) |
| 11. Sept | 1933 | 72 - 74 | Semi-detached houses - Accrington Brick - Square Bay Window | |
| 12. August | 1934 | 61 | Detached house - | H.B Moss (Builders) |
| 13. March | 1937 | 37 | Semi-Det / 2 | Pembroke Pl - Geo Cross (Builders); T Howarth |
| 14. March | 1938 | 84 - 90 | Semi-detached houses - Square Bay Windows / \wedge eaves | |
| March | 1938 | 92 - 94 | Semi-detached houses - Round Bay Windows (Less £200 fee) | |
| June | 1939 | 96 - 98 | Semi-detached houses - Square Bay Windows / \wedge eaves | |
| 15. Dec | 1945 | 13 - 25 | Former Pre-Fabs (Pre Fabricated Houses) | |
| 16. March | 1949 | 76 - 82 | Semi-detached houses - Modern Square Bay Windows | |
| 17. | 1980 | | Sandy Lane Doctors Surgery | |
| 18. | 1997 | 26 | New House | |



858
778

Ship Inn

857
1-614

School

862
1-407

863
417

869
6-250

864
910

868
2-463

870
1-250

866
824

Prospect House

865
833

867
181

904
4-537

898
6-059

917
7-594

912
1-811

905
498

911
783

906
288

910
1-756

903
2-016

899
2-159

Leyland

907
282

916
2-150

913
409

909
417

902
1-888

900
4-081

915
144

914
964

908
1-127

901
631

Church Road

Cross

Grave Yard
S.M. 110-6

St. Andrew's Church

Eagle & Child Inn

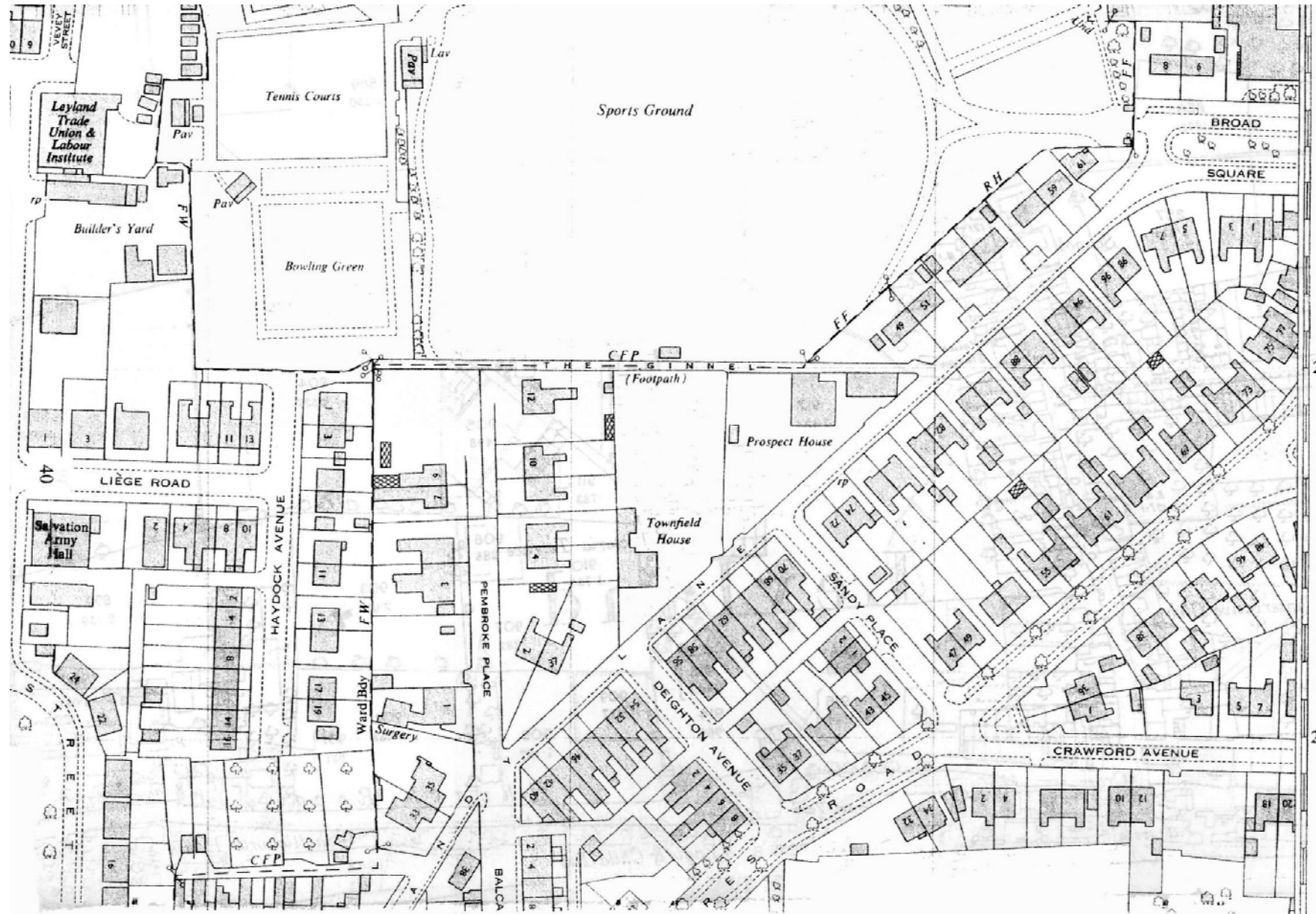
Shuttleworth House

944
948

945
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944
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945
948





Musfield
(Sports Ground)

1. Sandy Lane Cottage No 32 Sandy Lane

As can be seen from the 1838 Tithe Map, the cottage and surrounding land were owned by the Faringtons of Worden Hall. It would appear that the tenant in the cottage also acted as a gate keeper for the southern gate on Sandy Lane. The present cottage on the site, whilst built in the distinctive Farington style brick, probably replaces a previous cottage on the same site.

According to the 1841 Census, the cottage was occupied by Thomas Hesketh aged 35, a painter and plasterer on the Farington estate, his wife Catherine, also aged 35, and their six children. Mr Hesketh and his family would continue to live in the cottage until after the 1871 Census, as the property had passed into the hands of Joshua Kirkham by the 1881 and 1891 Census.

The house continues to be owned by the Farington family, the last occupant being Mr Robinson, who worked for the Faringtons and only died during the last three years.

The numbering of Sandy Lane appears to have taken place in the 1930's, but according to the 1961 Ordnance Survey map, the cottage was numbered 36, although it is now known as 32 Sandy Lane.

2. Townfield House No 39 Sandy Lane

When Edmund Berry, then 40 years old, purchased the Higher Town Field from Elizabeth Collier of Preston (Widow) for five shillings, on 17th May 1836, the only other building on the lane was the Farington owned cottage further down the lane. It has been established that the Colliers were the landlords of the Ship Inn in 1817.

The plot of land was bordered by the Ginnel, then still the field path, and the lane itself. The smaller triangle of land was later sold to John Berry, a surgeon, the son of Edmund Berry, the first of the Berry doctors.

Being a cotton manufacturer, Edmund Berry built his house with its own loom shop in the cellar, the entry being by curving steps from the back yard. The basement consists of four main rooms, with internal glassed windows, panelled doors, two large windows at the front and one at the rear. The house itself was equipped with the latest technology, bell pushes in every room, linked to the kitchen where the servants waited on the Berrys. The servants lived on the top floor but the stairs to that floor and the roof lit windows disappeared in a later rebuild and re-roofing of the property.

Attached to the house a single storey office was built, while two cottages completed the original buildings. At various times, one cottage was occupied by the overseer and his wife who was a servant in the house, while the other cottage was occupied by the Berry's coachman. The second storey over the office, the porch and new back door were added by later owners of the property.

The family that Edmund Berry moved into the new property from Southport is shown in the 1841 Census, when, besides himself now aged 45, there was his wife Betsy aged 43, his father Andrew 70, and his sons James 15, John 12 and Andrew 8, together with Esther Smith aged 80, of independent means.

By the 1851 Census, the household consisted of Edmund Berry, now described as manufacturer of cotton goods, together with his wife and son James. Ten years later, Mr Berry, now retired, and his wife, had grand daughter Elizabeth Cocker living with them although she was described on the Census as a servant.

In 1871, the Census denoted that Edmund and Betsy, now aged 74 and 72, had son James aged 45 once more living back at home.

From the 1891 Census, the owner of the property was now seen to be Andrew Berry aged 57, (last mentioned in the 1841 Census at the age of 8), his wife aged 55 and their family.

Following the death of Andrew Berry on 20th July 1897, the property was let to a tenant, Mr W.J.H. Forrester, the Land Agent for the Farington family estate. Eventually, on 15th July 1922, after eighty six years, the property left the ownership of the Berry family when Miss Margaret Berry, now of Southport, daughter of Andrew Berry, sold the property to George Woods for £1040.

The property was described in the conveyance as "House together with the Garden, Orchard & Land thereto belonging or occupied therewith together also with all outbuildings (formerly two cottages)", Margaret Berry's signature being witnessed by John Berry of Scarr Top, Kippford and described as a Cotton Manufacturer.

The two cottages in the grounds, known in the Censuses as "Townfield House Cottage", appeared in the 1861 Census occupied by James Sumner aged 81, an agricultural labourer, his wife Jane aged 82, and their two grand daughters.

By the 1871 Census, there was Henry Walmsley aged 26, another agricultural labourer, his wife Ellen aged 24 and their son Robert 2. In the other cottage was Peter Walmsley aged 31, an agricultural labourer, and his wife Ann aged 26. The occupant for the 1881 and 1891 Censuses was Alice G Casey.

After the death of George Woods on 4th February 1938, his widow continued to live in Townfield House. However, following the end of the Second World War, on 15th October 1945, The Personal Representatives of George Woods (Mrs Dora Maria Woods) sold the property to the Leyland Paint & Varnish Company Limited for £1450. The house and grounds were to be used by the Managing Director and his wife, Mr & Mrs Butler.

The evidence of this occupation and their 1950's modernist designs, continues to be uncovered by the present owners. The property later passed to the Hilton family whose daughter continues to live there to this day, renovating as she goes.

The front of the house continues to hide its facade behind the tall hedge which has been a feature of Sandy Lane for many years. The original gate posts for the short front drive are hidden by the undergrowth. There are signs in the rear garden of many other extensions and outbuildings, though further investigation may be required before the full story of this property can be told.

3. Willowton House No 33 Sandy Lane

In the Tithes Award of Leyland dated 1838, the Higher Town Field (Field No 291), was owned and occupied by the Misses Sergeants of Sergeant House. Ten years later, in an indenture dated 8th May 1848, between Edward Boardman of Leyland, Thomas Forshaw of Blackpool and Ann Sergeant (Landowner), Widow of William Sergeant, Grocer, the property known as Higher Townfield or Townfield Butts was sold, the houses, owners, areas and ground rents being divided as follows:-

Willowton House	Henry Bretherton	346 sq yds	£1. 16. 0d
Willowton Cottage	Mary Norris	613 sq yds	£3. 3. 10d
Sergeant House	John Clinning	1369 sq yds	£7. 3. 4d
	Isaac Williamson	841 sq yds	£4. 7. 8d

The property was described for the first time as a separate entity in a conveyance dated 1st January 1854 between Edward Barnes, a Doctor, and Henry Bretherton, a retired farmer. So, in the 1861 Census, it is not surprising to see the occupants named as Henry Bretherton then aged 71, his wife Jennet and his son William aged 34, a student at St. Aidan's College, Birkenhead, and his daughter Esther aged 44, who was still unmarried.

While Henry Bretherton, then aged 80, was still mentioned on the 1871 Census, the property was sold on the 24th July 1884, by Esther Bretherton, Henry's daughter, to James Bretherton, a boot maker, and John Bretherton, a farmer. It would seem that the property was then rented out, as the 1891 Census shows the property occupied by Frederick Shropp aged 49, a solicitor, and his wife Julia, aged 42, both from Lincoln.

The property continued to be passed between the Bretherton family as the next conveyance dated 28th July 1900, between Henry Bretherton, a farmer, and Thomas Bretherton, an Agricultural Implement Manufacturer, sold the property to Henry Bretherton, a coal merchant, and Margaret Bretherton, his wife. The property finally left the family when Margaret Ellen Bretherton sold the property to Silvester Rose, a plumber, on 4th August 1916.

3. Willowton Cottage No 35 Sandy Lane

While it has not been possible to view the deeds to this property, it would seem that this cottage shared the same history as the adjoining house, in fact they could have been one property in earlier times, though we have not yet been able to confirm or deny this.

The 1861 Census shows that from being built in 1854, the occupiers were Mary Norris aged 59, a widow and landholder, and her daughter Elizabeth, aged 21, unmarried. This property also seems to have been rented out, as the 1871 Census shows the occupiers to be Richard H Jackson aged 33, a gold thread and plate manufacturer, born in Leyland, his wife Elizabeth, two daughters and a son.

By the 1891 Census, the residents were W.H.Seddon aged 37, an analytical chemist, his wife Elizabeth, his sons William H. aged 3 and John R. 4 months, together with his mother in law, widow Mary Coates aged 88.

4. Prospect House No 47 Sandy Lane.

The smaller triangle of land was sold by Edmund Berry of the Townfield estate to his son John Berry, a surgeon. The house first appears on the scene between the 1861 and the 1871 Census.

The occupants on the 1871 Census included John Berry aged 41, a surgeon born in Leyland and brought up next door at Townfield House, with his wife Susannah aged 40, his son Edmund aged 14, a scholar, and Mary E. Thomas aged 38, an unmarried servant.

By the 1891 Census, Edmund Berry, the son, had become the owner. Now aged 34 he was described as a physician and surgeon. With him were his wife Ellen aged 32, his daughter Evelyn, his son John aged 6 months, also Annie Bell and Elizabeth Owen, both servants.

The practice had continued to expand with a planning application dated 1st December 1886, for the addition of a Porch and Surgery, while on 6th August 1891, there was a request to alter the Stables for use as a Surgery.

When Doctor Jack Berry, the next Doctor Berry generation, went to the First World War as an Army Doctor, he met Cyril Wilmott, another Army Doctor. He invited him to return to Leyland and join the practice at Prospect House. Doctor Wilmott arrived in Leyland and was soon engaged to Evelyn Berry, Jack's sister. On their marriage, they moved into Sergeant House on Pembroke Place, renaming it "Merlyn House" after Dr Cyril Meredith Wilmott and Evelyn Berry.

On the death of Doctor Jack Berry, Doctor Wilmott moved into Prospect House and took over the running of the practice. He was soon joined by Doctors Fotheringham, McBride and Meagher, who expanded the practice further. The surgery moved to Occleshaw House in 1958, where they remained until they left recently for the new surgery in West Paddock.

Prospect House was then brought by the Senior Citizens of Leyland with funds given by Miss Gregson of Heald House. This is where the Leyland Historical Society have met for the last thirty years.

5. Bankfield Terrace, Nos. 48 - 70 Sandy Lane.

From the 1891 Census, we can see that there were only six properties within the two terraces that stretch from Sandy Place to Balcarres Place. The first two properties (now Nos. 52 and 54), at the southern end of Deighton Avenue, were followed by the two properties (now Nos. 68 and 70), at the southern end of Sandy Place. The remaining two properties mentioned in the Census (now Nos. 64 and 66), were added to this terrace as detailed in the deeds of No.66. shown below.

To confuse matters further, these six properties were then known as Townfield Place even though there is a terrace name of "Bankfield 1889" on the wall.

The occupants of the terraces in 1891 were :

1. Townfield Place (52) - John H Wood aged 26, a packer in the bleach works
2. Townfield Place (54) - "Burns Cottage" Agnes Glover aged 45 and her family

Line of Deighton Avenue
Nos 56 to 62 to be built

3. Townfield Place (64) - Ann Hampson aged 60, her son Wallis aged 22, a solicitor clerk and her daughter Mary aged 19
4. Townfield Place (66) - Daniel Swann aged 63, his wife Rachael aged 60, and his family
5. Townfield Place (68) - Alfred Morris aged 27, who was born in Bow, London
6. Townfield Place (70) - Henry J Tinsley aged 26, and his wife Elizabeth aged 26.

Line of Sandy Place

According to the Leyland Urban District Council Planning Applications, the houses were listed for planning approval on the following dates by the prospective owners : -

October	1886	52	H Wood
October	1886	54	"Burns Cottage " Mrs Glover
December	1888	68 -	70 J Haydock (Builders), W Forrester (Agent)
November	1888	66	Miss D Swann, W Forrester (Agent)
November	1890	64	Dr Berry, W Forrester (Agent)
June	1894	62	W Sumner, W Forrester (Agent)
August	1894	50	"Rocklands" Thurston Hunt
September	1899	48	"Listz House" E Knowles
November	1903	60	Jas Tomlinson
May	1904	56 - 58	Deighton Cottages - Jas Tomlinson, (Swindells & Rawcliffe)

4 Townfield Place - 66 Sandy Lane

To tell the story of this terrace we have studied the deeds of 4 Townfield Place, now known as 66 Sandy Lane. The first deed is an agreement dated 11th May 1889 between William Bretherton of Runshaw Hall and Mary Ellen Swann of Leyland, for a lease for 999 years from 1st May 1889.

The conveyance dated 30th July 1889, passed the land from William Bretherton to Miss Mary Ellen Swann for £55 4shillings, thereby undertaking to build a property to an agreed design on the site before 1st November 1889. Ten years later, on 15th December 1899, the now married Mrs Mary Ellen Baker, wife of former Wigan resident John Baker, a commercial traveller, sold the property to James Rose of Leyland, an electrical engineer, for £350.

Prior to the First World War, on 14th December 1912, the property was sold by James Rose to Henry Baron Threlfall of Farington, a mill foreman, and his wife Isabella, for the sum of £360. The property was then sold in 1920 to William Norbury, a foreman joiner, and his wife Ann, for £750. By 5th April 1944, the house had been numbered 66 and was sold to William Heaton, an iron monger, for £1000.

6. Reed Terrace Nos 1 - 11 Sandy Lane

This terrace was built in April 1905 by W Duxbury (Builders) to the order of T.E. Smith.

7. The Crescent Terrace Nos 2 - 24 Sandy Lane

This row of terraced houses was built after the planning applications were placed, in December 1908, by George Gregson of Heald House.

The large house, at the Church Road end of the terrace, was double fronted. In the 1930s and 1940s, No 2 The Crescent was run as a small private school for children up to the age of ten.

The proprietress, Miss Bertha Griffiths, had previously been a private governess. She was of diminutive size, dressed in many layered clothes, with her grey hair tied back tightly in a bun. Her spectacles did nothing to soften a certain natural severity of expression. She was assisted by a Miss Turner who, by way of contrast, was very tall and rather stately, and whose main function was to teach music.

The school had just two schoolrooms - to the right and left of the entrance hall. The one on the right was a music room containing a piano, and was the domain of Miss Turner. The one on the left was where all other lessons took place. It contained several long rows of bench desks with fixed seats, a fireplace where a fire burned in winter, a blackboard, a rocking horse and a large and rather beautiful globe.

These last two items had been donated by Mr Pilkington of "Beechfield" whose children attended the school. He also provided Miss Griffiths annually with a cane, and misdemeanours were promptly dealt with on the outstretched palm!

The lessons consisted mainly of a firm grounding in reading, writing and arithmetic. Geography was taught with the help of the globe and when it came to Scripture, an early form of flip-chart, made of oilcloth, was draped over the blackboard and turned to illustrate the lesson.

At the back of the building was a small triangular yard where the children used to play. Occasionally they were allowed out onto the 'Rec', the recreation ground in front of the school where the car park now is. This, however, was a rare treat, as pupils were not always obedient about returning when called. The children also played after school along the 'backs' between Sandy Lane and Balcarres Road, and in and on the air raid shelters that stood in Balcarres Road.

The house was then bought by B & R Taylor, the designers, in June 1954, and they later added Nos. 4 & 6 to make the office block we can see today.

8 "Melville House", "Lindumholme", "Cliftonville", "Lima House" 40- 46 Sandy Lane.

This block of four houses that completed the terraces on Sandy Lane, were denoted in the planning application for April 1909. They were built by Brailsford Bros. (Builders) of Leyland, W. Forrester acting as agent. These houses have all retained their names.

9. "Ashleigh" No 38 Sandy Lane

According to the planning application, this house was to be built by H.B. Moss (Builders) in August 1909. The house that would become "Ashleigh", was at the corner plot of Balcarres Place (then also known as Balcarres Road) and Sandy Lane. From the deeds, however, the lease dated 24th October 1910 was for 999 years between Henry Brailsford (Builder) of 21 Railway Street, Leyland, Harold Bardsley Moss (Architect) and James Wood (Schoolmaster).

10. The Leyland Motors Housing Society Ltd Nos. 49 - 59 Sandy Lane.

The Leyland Motors Ltd housing plan was based on land owned by the council and the Motors. The original development included hostels, shops and a cinema along Canberra Road. The latter never got past the drawing board, though the houses were all built. The council built the houses to let, whereas the Motors Housing Society was formed to build houses to sell.

The houses were needed to enable the employees to move from the wooden bungalow town which was situated in the area and which later became the Motors club car park. The gross cost of the sample houses of concrete and steel was originally valued between £600 and £700. The sample houses in Sandy Lane and Broad Square, originally planned to be twelve in number, though only eight were built, were put to the planning authority in December 1919, and were built in the early part of 1920 by the Leyland Construction Co Ltd.

By the following year, the houses had been started in Church Road, the cost had now gone up to £1100 for a semi-detached house with four bedrooms, though with the Government subsidy this was reduced to £760. The houses continued to be built in the next few years by local building contractors, but the influence of the Motors Housing Society declined, until by the early 1930's, the estate we know today was completed.

The only originally council owned streets were Mead Avenue and Lindsay Avenue, though now these are almost all privately owned following the sale of council properties in recent years.

11. Nos. 72 - 74 Sandy Lane.

These semi-detached properties built as show houses in Accrington Brick, were the first development using the former Charnock Hall land.

The planning application was dated September 1933, though the deeds refer back to the contract dated 23rd May 1922, between Revd. David James Stather Hunt, Clerk in Holy orders, of the Vicarage and Parish Church of Leyland (the Vendor), John Francis William Deacon, 20 Birchin Lane, London (a church commissioner) and the Urban District Council of Leyland (the Purchaser).

Within the deeds was a covenant by the vendor with the purchaser, to contribute to the expense of forming Sandy Lane, and consent by the vendor to the diversion of that lane (this could relate to Broad Square). The property was finally sold by the council in November 1957, to Thomas and Ellen Hart.

12. No 61 Sandy Lane

The last remaining space between the Leyland Motors Sports & Social Club gates in Broad Square, and the Motors houses, was filled in August 1934, by a single detached house built by H.B.Moss (Builders).

13. No 37 Sandy Lane.

Another space was filled in March 1937, when two semi-detached houses were built by George Cross (Builders) for T.Howarth, between Pembroke Place and Townfield House. To add further confusion, the left was numbered 2 Pembroke Place, the right 37 Sandy Lane.

14. Semi-detached Houses Nos. 84 - 98 Sandy Lane.

From the planning applications it can be seen that the semi-detached houses along Sandy Lane were developed from March 1938 to June 1939. The square bay windows and \wedge eaves were common to all the houses, except for Nos. 92 and 94 which featured round bay windows.

It has been suggested that these two houses were built after the purchasers had expressed a wish not to pay a £200 fee for the larger windows and \wedge eaves.

From looking at the deeds, we find that No 90 was purchased on 30th June 1938 from the Urban District of Leyland and Frederick Howorth the County Architect, by James Cooper and Isabelle Beardsworth. Also, that No 92 was purchased on 5th May 1938 from the Urban District of Leyland and Frederick Howorth the County Architect, by Wilfrid and Ivy Kathleen Cooling.

16. Semi-Detached Houses Nos 76 - 82 Sandy Lane

The final development on Sandy Lane was made in March 1949, when the modern square bay windowed semi-detached houses filled the remaining space.

15/17. The Prefabs Nos 13 - 25 Sandy Lane & Sandy Lane Doctors' Surgery

The only area on Sandy Lane to be redeveloped is the present doctors' surgery site which began, according to the planning application dated April 1923, as a wooden garage owned by W.K Berry, one of the Berry family.

The garage, with its petrol pumps, can be clearly seen on the aerial photograph of the Leyland Cross area which was taken in 1929. This was the first ever aerial photograph taken of the Leyland area!

This was then to become one of the temporary home centres of Leyland. The rows of prefabricated houses on Sandy Lane and Eden Street were built in the mid 1940's, the first prefabs being constructed between December 1945 and January 1946. These were occupied by Cyril Corbett and his wife Dorothy, and Mr V Orrell and his wife. Their photograph appeared in the Leyland Guardian for 1st February 1946, as they were handed the keys in a little ceremony.

By the 1980's the prefabs had all disappeared, their site being covered by St Andrew's Way and the new doctors' surgery. This practice had first moved from their original home at Merlyn House on Pembroke Place, and relocated at 7 Church Road, which was almost opposite the church brow.

The Church Road building was demolished to make way for the new town centre in the early eighties. Consequently, in 1980, the practice made the final move to their new home, back once more in Sandy Lane, the property being constructed in three phases. The practice first moved into these premises in 1980 and further additions have been made to the building over the years.

18. No 26 Sandy Lane

When the development of Sandy Lane ceased in 1949, there would seem to have been no further room for expansion. However, in 1997, a clearing was made in the garden of the Farington cottage and a new house was built.

The Ginnell

This footpath was originally a field path from the village off Towngate to Clayton le Woods. The path is a sunken way between the Leyland Motors Sports & Athletic Club and the houses on Pembroke Place, Townfield House and Prospect House. The full route of the path can still be traced today via Mead Avenue, the old Twenty Steps railway crossing and the Bent Lane footpaths.

Pembroke Place & Vernon Place

While these houses fall outside Sandy Lane, the history of Pembroke Place and its continuation Vernon Place kept coming up in our research of Sandy Lane. The Place was originally two adjacent town fields owned on the 1838 Tithe Award by the Misses Sergeant and Thomas Mayor respectively.

The southern houses were the first to be developed, as mentioned previously in relation to the Willowton property. The first three properties to be built and mentioned in the 1861 census were Sergeant House (see separate entry) and two houses. These houses, one of which was owned by Amelia E Howard aged 65, unmarried, and listed as proprietor of houses together with her servant. The other was owned by Ann Leigh Ryley aged 57, unmarried and listed as railway proprietor together with her servant.

Sergeant House / Merlyn House

From being built prior to the 1861 census, Sergeant House was named after the family who owned the town field strip on which it is built. The house was then owned by John Chinning aged 58, an attorney and solicitor, and his family. By the 1881 census, the family of John Tarbuck had taken up residence.

The house was later named after Dr Cyril Meredith Wilmott and Evelyn Berry, the daughter of Dr Berry, who lived here after their marriage before moving into Prospect House

This house was then became the home of Dr Cank in the period from the late 1930's until after the war, his surgery being in the attached building on the left. Dr Cank was a personal friend of Frank Randle, the music hall and Mancunian Film star, who was a frequent visitor and actually employed the doctor as a singer on the stage when a member of the cast fell ill.

Dr Cank was replaced in 1946 by Dr Ben Raven who was joined in 1952 by Dr Charles McDowell as a second partner. In 1961 they were joined by Dr John Hall who "lived over the shop"

In 1962, the practice moved premises to 7 Church Road with Mrs Dorothy Dean living over the surgery and acting as receptionist and telephonist.

Victoria Terrace

This terrace, built in the 1860's at a right angle to Sandy Lane, includes two large houses which had been used for a private maternity hospital and a private school run by a Miss Fry.

W.E.WARING & P.HOUGHTON

ALF W. SEGUSS

It is with much sadness that we have to report the death in April this year, of Alf Seguss, a long-time member of Leyland Historical Society and member of the committee for the last sixteen years.

Many members will remember the talk that Alf gave after the AGM at the July meeting in 1992: the theme of his talk was his boyhood years in Leyland. In 1938 his father had been transferred from the Woolwich Arsenal in London to the newly built Royal Ordnance Factory in Euxton and, in January 1939, the rest of the family – Alf, his mother and sisters Edna and May – had followed, leaving their home in Plumstead on the London/Kent border to come to their new home in Broadway, Leyland.

Initially attending the Methodist School, he soon moved to the Leyland Senior Council School on Yewlands Drive, where many of his new schoolmates became his life-long friends. Alf loved to recall how his southern accent both puzzled and amused his classmates – he was just as baffled by the Lancashire accent! His description of how he found Leyland and Leylanders showed how keen an observer he was even at an early age; coming from Plumstead on the London/Kent border (now SE18 but formerly part of Kent) he must have felt that he had come to foreign parts.

On leaving school he worked briefly at both Leyland Motors and the ROF but was unable to get into the Drawing Office at either place. He moved on to English Electric the forerunner of British Aerospace, where he achieved his ambition of becoming a draughtsman and, staying with the Company all his working life, he spent his latter years as a liaison officer. At BAe he managed to combine work with one of his life-long interests – cycling. He cycled to work in Preston and later even to Warton when moved there from the Strand Road works, clocking up an enormous annual mileage. As a keen youth hosteller he spent many holidays cycling in different part of mainland Britain and the Isle of Man. His love of books and photography were just two more of his many interests.

His work for the Leyland Historical Society must also be recorded. Chairman from July 1982 until forced to retire owing to ill-health in 1985, he took up the reins again as Chairman from 1991 to 1993, and was Vice-Chairman from 1995 to 1997 when ill-health once again forced his retirement as an officer of the Society. He continued as an active member of the Committee however, and his support could always be relied upon in many activities of the LHS.

Although Alf became an adopted Leylander, he never forgot his place of birth and never lost his southern accent; people meeting him for the first time always assumed that he had moved north only recently and when told that he had come to Leyland in 1939, always found it hard to believe. But that was Alf. A true gentleman, he will be sadly missed by his family and friends but not forgotten.

W.E. WARING.