



Freckleton Heritage Map (extended version)

Freckleton Local History Group
in association with
Love Freckleton Library Friends Group
and in conjunction with
Freckleton in Bloom

The information in this document relates to the Freckleton Heritage Map (July 2024) and is a longer version of the information on the Heritage Map.

We are grateful to Freckleton Parish Council for allowing us to use the Parish Council's Website to display this document. We will review the document when appropriate.

Any comments should be directed to Steven Hunter email stehunter1950@gmail.com or Sally Banister email sally2011@btinternet.com and not the Parish Council.

A group of members from the Freckleton History Group have produced this document. We hope you find it interesting. Information has been used from historian Peter Shakeshaft's "The History of Freckleton" and his other books. These are listed at the end of this document and are available at Freckleton Library and at other Libraries.

1. Site of RAF Freckleton - one of over a dozen sites in and around the village

The following items in italics comprise additional information giving points of interest not necessarily shown on the map:-

Wayside (Headless) Stone Crosses: *The most northerly of these is situated on the boundary between Freckleton and Kirkham, on the bend opposite HMP Kirkham. The other cross is partly hidden in the field hedge at Hall Cross, at the junction of Kirkham Road and Hillock Lane and is currently in need of restoration.*

The age of these two crosses is unknown, however, stone crosses in the form of the Latin cross were once used as route markers between places of worship, as areas for a funeral cortege to rest en-route to a burial site and also as an indicator of a township boundary.



Wayside (Headless) Cross opposite HMP Kirkham



Wayside (Headless) Cross at Hall Cross

Hall Cross House (1777): *A Grade II listed building (one of the three listed buildings in Freckleton). The initials on the date stone represent the occupants at the time: Henry & Margaret Grimbaldeston. 1777 was the year of their Silver Wedding.*

The house stands in the hamlet of Hall Cross, an area within the parish of Freckleton which was once part of a large farming estate during the 18th century.



Hall Cross House

Strike Lane (off Kirkham Road): *The cottages in Strike Lane were once occupied by weavers involved in sailcloth and sacking production. Flax was widely grown in Freckleton for this industry and one of the fields off Strike Lane was known as Blue Strike, because of blue flax flower.*

The houses of Carter Croft now stand on land that was formerly Strike Farm.

Strike Lane County Primary School was built in 1965 with 114 children in attendance. It was soon apparent that the school was not going to be big enough and was extended in 1968.

Strike Lane continues as a track beyond the school to join up with Lower Lane.

2. First Police House - 67 Kirkham Road

This is the first property in Freckleton to receive a “Blue Plaque”.



Blue Plaque at 67 Kirkham Road

THE QUAKERS IN FRECKLETON

3. Quaker Burial Ground/Quakers' Wood

Quakers' Wood Burial Ground, at Twill Furlong: Local Quakers were buried in this wood from the late 17th century to the early 19th century, as well as neighbouring fields, which were known as the Higher and Lower Burying Yards. Quakers did not always mark a burial with a grave stone and there is just one gravestone visible in the wood for Sarah Jesper 1889 and Joseph Jesper 1890.



Quakers' Wood, Lower Lane



Entrance to the Eeka (the High Carr) on Lower Lane near Quakers' Wood

Lower House Farm: A deed of 1240, found with other documents relating to Lower House Farm, refers to the 'house of Alexander' and the 'house of Jordan'. During the 17th century the Sharples family, then the leading family in Freckleton, were the owners. The farm was purchased by Newton Charity in 1719. In 1726 most of the building 'except one bay at the south end of that part called the Hall was taken down and rebuilt'. In 1881 Richard Mason was farming 160 acres.



Lower House Farm

Foldside Farm (dwellings adj. the Croft Nursing Home/opp. The Plough): Home of William Brown, a leading member of the Quaker movement in Freckleton and generous benefactor. This property was used as meeting house for the Friends. When he died in 1724 he bequeathed £300 towards the new Quaker Meeting House and school. The Memorial Hall on School Lane now stands on this site. Foldside Farm was demolished in 1966 and the current dwellings subsequently built.

4. Site of Balderstone Mill / The New Factory

Situated on Lytham Road at the junction with Clitheroes Lane, opposite today's Post Office, was the site of Balderstone Mill, which included a large mill pond. Part of the outside wall and name plaque are all that remain today.

The first reference to the mill, which was originally called the new factory, was in 1823, belonging to the Mayor family. In 1866 the factory was bought by Messrs Sowerbutts and was named Balderstone Mill after the birthplace of the owner William Sowerbutts. At one time its weaving shed had 320 looms and the cloth it produced was sold on the Manchester Cotton Exchange. By 1879 the mill had 500 looms and employed 350 people. The mill had a few owners over the years, the last one was J H Birtwistle who purchased it in 1969. The mill closed down in December 1980. Today the whole area of the mill has housing built on it.

Many of the mill workers lived in the terraced houses along Lytham Road and Clitheroes Lane.

5. Site of Cyclist Arms

This Inn which stood opposite Holy Trinity Church can be first identified as a beer house from the 1851 census, when the occupant, John Clifton, was described as a beer seller and farmer. The building was destroyed in the air disaster of 1944.

6. Site of 'Sad Sack Cafe'

Across the road from the school (see '9' for further information) was the Sad Sack Cafe which took the full impact of the plane crash. A popular eatery with both US and British servicemen, it was owned by Alan and Rachel Whittle. They and their daughter Pearl were killed along with 7 United States Army Airforce (USAAF) personnel.

7. The Plough Inn

Now The Plough Hotel: The original Plough Inn stood very close to here and opened in 1830, initially as a beer house. A beer house was licensed to sell only beer and no spirits. In 1890 it was recorded as providing accommodation, refreshments and stabling. It was demolished around the time the “new” road to Preston was built in 1927. The present Plough Hotel, currently called The Plough at Freckleton, was built circa 1930.

On the side elevation, overlooking the car park, there is a stained glass window depicting 2 shire horses pulling a plough.



8. Holy Trinity Church

Holy Trinity Church was consecrated in 1838 as a chapel of ease to Kirkham Church, then to Warton Church from 1846 to 1874. The architect / surveyor was John Latham of Preston. In 1874 Holy Trinity became the Parish Church of Freckleton.

9. Site of Holy Trinity School, now Trinity Close

This is the site of the school which was partly destroyed by an air crash. At 10.47am on Wednesday 23rd August 1944 a United States Army Airforce (USAAF) B-24 Liberator bomber plane based at British Air Depot 2 (BAD2) Warton crashed on a test flight during a severe thunderstorm, The plane came down in the centre of Freckleton, killing 61 people, including 38 school children aged 4-6 years old, 4 British RAF servicemen, 7 American servicemen and 7 civilians that were sheltering from the storm in “The Sad Sack Café” opposite the primary school, along with the three aircrew in the airplane which was named “Classy Chassis II”.

The village lost almost an entire generation of children; this crash was the single largest air disaster suffered by allies during World War 2. The bomber plane, hit a tree and partly demolished three houses, and the Sad Sack Café Bar before crossing Lytham Road and bursting into flames. Part of the aircraft hit the infants’ wing of Freckleton Holy Trinity School which at that time was next door to the current Church. The school on that day had a total of 190 pupils inside, 14 of whom were evacuees. The children had returned to school the previous day after the summer holiday. The official precise cause of the crash remains unknown but it is thought that the plane may have been struck by lightning when it was trying to fly away from the storm having been called back to the airfield.

A bronze plaque was unveiled in Trinity Close in April 2007 to mark the site of Holy Trinity School.

BAD2 - The American Connection

According to <https://.bad2.co.uk> Warton was to become Station 582 of the 8th Air Force. The three runways constructed in 1940 were strengthened, and the main runway was extended in order to accommodate large aircraft. Construction was stepped up in June 1942, in order to meet the October deadline. Hangars, workshops, engine test cells, MT shops, armouries, and stores were amongst the many buildings designed and built around the airfield. Ten accommodation sites were constructed in order to house 15,902 persons. A chapel, hospital and cinema were to be provided along with other facilities for personnel. The construction of Warton's airbase was carried out by Alfred McAlpine, later joined by Wimpey. Warton Air Depot, USAAF Station 582, was finally established on the 5th September 1942. It became known as BAD2, short for Base Air Depot 2, on the 21st October 1943.

This meant that Freckleton village with a population of less than 1,000 people, overnight became a town of over 10,000, known locally as "Little America". The Americans worked in shifts 24 hours a day, 7 days a week and when they were off duty many attended the village churches, pubs, trips to Blackpool and Preston. The Sad Sack Café was very popular and individual families formed friendships. This became more noticeable following the air disaster as the soldiers not only helped the children evacuate the school and tried to rescue the burning school children, they also dug the communal grave in the church yard and carried all the children's coffins at the funeral on Saturday the 26th August 1944. They subscribed to funds to benefit the locals. The first thing built was the Memorial Playing Fields and Garden. This was dedicated in August 1945 and the memorial stone inscription reads, "This playground presented to the children of Freckleton by their neighbours of Base Air Depot No. 2 United States Army Air Forces (USAAF) in recognition and remembrance of their common loss in the disaster of August 23rd 1944". Money left over was used later for the village Memorial Hall. The Americans left in 1945/46 and the airfield was handed back to the RAF. Today the airfield is run by BAE Systems. On 12th April 1947 former US Vice President Wallace came to the area to visit the village.

Years after the Americans had left Warton the late David G Mayor, who was stationed at Warton, suggested forming the BAD2 association and reunions were planned on both sides of the "Pond", The motto of BAD2 during the war was "It can be done - it was done" and this remained. When the Americans visited England, they stayed in Blackpool and visited Freckleton. The Freckleton Band played concerts outside the Coach & Horses and the Village Hall was used to host the BAD2 members for the day on Saturdays, with many of the GIs meeting up with families they had made friends with. They always looked forward to seeing Ruby Currell (nee Whittle) who is one of two remaining survivors from the infant's class. There are other survivors from the school who, to this day, will hold memories of the tragedy. Special mention must be made of the Headmaster Mr F A Billington who, in his efforts to rescue and help the children, suffered severe burns.

The 50th Anniversary reunion visit of BAD2 was held in Blackpool in 1992. The Crash Anniversary is remembered every year. Several American servicemen stationed at BAD2 in 1944 have attended these local memorial services, including the service held to commemorate the 50th anniversary of the disaster in 1994. This particular anniversary saw several hundred former servicemen attend the ceremony and concluded with local schoolchildren singing Dame Vera Lynn's wartime song "We'll Meet Again". The Freckleton Band played hymns. The service was held in a marquee in the graveyard. June 1995 saw a mini reunion on the 24th June and was the last official visit by the group. However, individual families remain in touch throughout the village and exchange visits.

10. War Memorial and Site of Smithy & Old District Bank

In 1924 part of the village green, as it was known then, became the site of the War Memorial. In total 16 men were killed during the 1914-1918 war (WW1).

The names of the 16 men lost were recorded in 1924 when the war memorial was unveiled, they are: -

1. **Thomas Rigby**- Killed in Action on the 15th June 1915 at Festubert, France. He has no known grave and is remembered on the Le Touret Memorial and Freckleton War Memorial. He was married and had one child
2. **Robert Marsden Rigby** - Died on the 27th October 1916 in France. He was buried at Vergies Communal Cemetery, Somme, France. He was married with three children.
3. **William Salthouse** – Died of Fever on 29th October 1916 in Bombay, India. He is remembered on the Kikee Memorial, near Poona, India and on Freckleton War Memorial. He was married and both he and his wife worked in Freckleton Mill prior to enlisting. He was a member of Freckleton football team.
4. **William Ernest Meyler** - Died of wounds, 3rd February 1917. He was buried at Grovetown Cemetery, Somme, France. He was married.
5. **Henry Battersby** – Killed in Action on 7th March 1917. He has no known grave but is remembered with Honour on the Thiepval Memorial, Somme, France. He was not married. Prior to the war he was a cotton weaver in Freckleton Mill.
6. **Ernest Cottam** – Killed in Action on 9th March 1917 in Mesopotamia, Iraq. He has no known grave but is remembered on the Basra Memorial. He was not married. Prior to the war he was a cotton weaver in Freckleton Mill and played football for Freckleton, Kirkham and West Lancashire League.
7. **George Butler** – Killed in Action 14th April 1917. He was buried at Athies Communal Cemetery Extension, Pas de Calais, France. He was married with a son.
8. **Robert Banks** – Died of wounds, 27th April 1917. He was buried at Etaples Military Cemetery, Pas de Calais, France. He was married with four children
9. **Edward Ibbison** – Killed in Action on 31st July 1917 at Passchendaele. He has no known grave but is remembered with Honour on the Menin Gate Memorial, Ypres, Belgium. He was a widower living with his in-laws in Blackpool with his six-month-old son.
10. **James Henry Newsham** – Died of Wounds 12th May 1918. Buried at Boulogne Eastern Cemetery, Pas de Calais, France. He was married with two children.
11. **Sylvester Carr** – Died on 24th May 1918 and was buried in Pernes British Cemetery, Pas de Calais, France. He was married.
12. **Henry Ramshead** – Killed in Action 8th August 1918. He was buried Villers-Bretonneux Military Cemetery, Somme, France. Prior to joining up he was a twister at Freckleton Mill.
13. **John Porter** – Killed in Action on 10th November 1918. He was buried at Irchonwelz Communal Cemetery, Belgium. He was buried with seven other men from Lancashire who were killed in one of the last advances on the day before peace was declared.
14. **Edward Snape** – Died 16th November 1918. He was interred at St Paul's Church, Warton. In February 1915 he joined Lancashire Constabulary. He enlisted in the Army in March 1917. His Police records show that he was discharged from the Army on 1st November 1917 as being permanently unfit, and was listed as having resigned from the Police force. Edward was married at the end of 1916 and had a son, William, who sadly died in July 1918. His second son was born in 1919. Edward died of Tuberculosis and Influenza and little is known of his war service as he had been discharged as unfit.
15. **John Eccles** – John was a Royal Navy Volunteer Reserve. He died on 9th February 1919. He was buried at Takoradi Public Cemetery, Ghana. He died from "septic pneumonia" caused by a monkey bite!
16. **Herbert Davies** – Died 23rd March 1922. He was buried in Holy Trinity Churchyard, Freckleton. Even though Herbert died many years after the end of the 1st World War, the Freckleton War Memorial Committee decided to include his name on the War Memorial as he had served during the war and his cause of death was attributed to gas poisoning received whilst serving.

11. The Churchyard 1944 Disaster Memorial

In the year following the 1944 air disaster, some eight hundred American GI's worked on creating a three acre memorial garden and playground. The cost of £2,600 was contributed by the Americans. The opening ceremony took place on 20th August 1945 and included the 7-ton memorial stone which now stands in a quiet corner of the memorial park.

12. The Coach and Horses

The Coach and Horses was almost certainly built and opened by the Hornby family in 1824-25. The first landlord was Robert Clifton who had previously been landlord at Bunkers Hill (now The Ship).

Latterly, William Carter Hankinson became the first of the three generations of the same family that continued to trade at The Coach and Horses until 2002.

13. Site of 'The Cage' or village lock-up

Diagonally opposite to Grove House was 'The Cage'. In 1973 Richard Spencer, a local Councillor, said that 'it was the house of correction where those arrested for minor offences were kept'. Built of wattle and daub, it is not known when it was erected or converted, or first used as a lock-up. It was demolished in 1986. A former resident of Freckleton recalled that his mother, who lived opposite the Cage, 'often went in the dark to push food through a wire-netting aperture that gave a little air and less light to the prisoners'.

14. The Tannery Cottages

Central Terrace of 1882, the site formerly known as 'Hungry Hill' when former cottages on the same site or nearby had been occupied by handloom weavers.

15. Former Mayor Property/Grove House

During the late 18th and early 19th centuries the Mayor family were very influential in the village and, as well as providing employment, also built and owned a number of substantial properties within the village which are noted on the Freckleton Heritage Map as numbers 15, 17, 18, 19 and 29.

16. Site of Old Flax Factory, Tan Yard / Tannery - later the Egg Packing Station (now the Sports and Social Club)

There is a varied history on this site. The first flax factory was almost certainly the building which stood on the site of the present Sports & Social Club. It is thought that the original owner was John Mayor and production probably commenced there sometime at the end of the eighteenth or beginning of the nineteenth century. The building was known as the old factory to distinguish it from the new factory (Balderstone Mill).

In 1869 the site was converted into a tan yard. During subsequent years the upper floor was used as the first meeting place of the Primitive Methodists. As the site was situated in a populated part of the village, it wasn't surprising that there were complaints about the waste disposal. The process of using amines dyes (derivatives of ammonia) produced smells of rotten fish and the amines were also prone to igniting and fire was a threat. In 1887 a large fire occurred and the building was rebuilt but continued to have waste disposal problems. In 1916 members of the parish council complained that 'the continual bursting of a private sewer from the Tan Yard was running down the village'. The trade continued until the 1930's and the site was sold in 1955 when it became an egg packing station.

The poultry industry became the major industry in Freckleton during the inter war years and the building was used for egg packing. It began in 1910 when William Segar made a gift of twenty six acres of land. The Parish Council also became involved in providing land for poultry farming. By 1927 the number of laying hens kept by thirty tenants was estimated at 6000. A similar number was kept by general farmers producing 41,000 laying hens and four million eggs in one year.

17. Former Mayor Properties - Barkers Cottages

(See No 15. For further information re the Mayor family.)

18. Former Mayor Property - 76 Preston Old Road

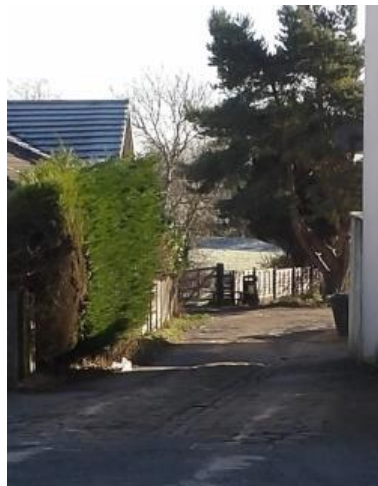
(See No 15. For further information re the Mayor family.)

This property is one of the three listed buildings in Freckleton.

19. Former Mayor Property - Mount House

(See No 15. For further information re the Mayor family.)

20. Coal Hill (now 'Poolside') -



Coal Hill

The Coal Hill (now called Poolside) is a cobbled road which runs down to Poolside from the junction of Bunker Street and Preston Old Road to the River Dow and to the port of Freckleton. From at least the 17th century, the Pool along Dow Brook had been used for the Irish Sea coastal trade. It was however the Douglas Navigation Act of 1820 that began the transformation of the Pool from a relatively quiet backwater into a small but busy port. The coal trade at the port also developed following the navigation of the River Douglas. Coal contributed to a large part of the port's business and in 1753 a parcel of land, for a coal yard, was let on an annual tenancy. Vessels, known as flats, brought coal from the Wigan coalfields to Freckleton which was then transported throughout the Fylde supplying households and mills. A new quay was built which is still visible along the coastal footpath below the junction of Preston Old Road and Bunker Street. Coal continued to be carried to Freckleton until the 1920's.

Competition from the canals and subsequently the railways, which enabled faster and cheaper transportation than sea and river could provide, began to have an impact on business at Freckleton. The coal trade ceased in the 1920's, when Freckleton's own Balderstone Mill began to have its coal delivered to the railway station at Kirkham. By now the Dock at Preston had also become a major port on the River Ribble.

Construction work for a wharf in Freckleton commenced in 1738 and was completed by 1742. The quay was approximately in the area of the modern-day Poolside Cottage. The decline of the port came as a result of the training (straightening) of the main Ribble channel up to Preston, allowing the opening of Preston to much larger shipping in the mid-19th century.

Freckleton Port: By the mid 1700's a port at Freckleton had become established, so much so that it required the appointment of a Coastwaiter (Customs Official) and was becoming a popular choice for local merchants, who had previously used the port at Wardley's on the River Wyre, near Hambleton. Vessels would sail from Freckleton to ports around the British Isles, distributing goods including coal, canvas, sacking and rope and returning with cargoes containing amongst other items, corn, oats, wheat, flax, cattle, oranges, potatoes, flour, sugar, gin, ale and china clay.

Before navigation on the River Ribble was improved, Freckleton played an important role in the distribution of goods to Preston. Large sea going vessels, which were unable to sail up the shallower river into Preston, would unload their cargo onto boats called "Lighters", which would then continue onto Preston.

21. Former Stanley Arms. Now known as Stanley House

By 1841 the property on this site had become a beer house and remained so until 1922 when the Stanley Arms closed.

22. Site of Water Mill

The history of the water mill that stood on Dow Brook near to the marsh gate entrance can be followed from 1609 until it ceased production in 1922. The remains of the then decayed building were finally demolished in 1968. An earlier mill probably stood around this area, as Richard de Freckleton was granted a watermill in 1199. The water from Dow Brook was used to power the mill.

In hard winters people would enjoy skating on the frozen mill pool to the music of violins.

The last watermill, built around 1600, ground corn for farmers across the Fylde until the early 1900's.

The support stone for the main cog wheel from the watermill is now displayed in the flower bed at the junction of Preston Old Road and Lower Lane, close to the Marsh Gates.



Support stone for the main cog wheel of the watermill

23. Marsh Gates and The Marsh (no public access)



A cattle grid now marks the entrance to the Marsh Gates at the end of Preston Old Road. This is also the name given to the allocation of grazing land on the marsh. A 'gate' being the measured amount of land required to provide sufficient pasture for a certain number of beasts. Gates are owned by individuals known as Marsh Gate owners, who may graze their own animals or lease their gates to a third party. As the gates are not enclosed parcels of land, all the animals are free to roam the entire area. To ensure that the marsh is not overstocked, gate owners are not permitted to graze more beasts than proportionate to the number of gates owned.

The gate owners are responsible for the management and upkeep of the marsh and today the cattle grid at the entrance to the marsh prevents the animals from straying. However, this wasn't always the case. In 1909 a lady from Clitheroes Lane presented the gate owners with a bill for 10 shillings for damage to her garden wall that had been caused by colts which had strayed from the marsh. The gate owners could impound animals which strayed onto the marsh and impose fines upon their owners. During times of hardship the gate owners contributed the fines they collected to helping the poor of Freckleton.

During WWII the marshland was requisitioned for the war effort and 350 acres were turned over to growing wheat.

In the 1880's the village cricket and football teams acquired a patch of land inside the Marsh Gates for their matches and continued to play there until 1929.

The marsh, as we see it today, is the result of works instigated in the early 1800's to control the constantly changing course of the River Ribble. To the inconvenience of the landowners, high tides could smother the grass in sand and silt and the river would cut new channels through the land, cutting off the access to their land. The Ribble Navigation Company continued to reclaim land and aid navigation into Preston for many years, by dredging and building training walls to straighten and deepen the river's channel. As a result of this land reclamation, Grange Farm, leased to the Preston Farming Company, had such fertile soil that in 1867 the crops were described as "luxuriant". It was recorded in the 1881 census as the largest farm in Freckleton with 551 acres.

To prevent damage to the reclaimed land by high tides, in 1864 the marsh was enclosed by embankments. During a severe storm in 1927 a section of the embankment was demolished. The repairs took several months to complete and involved sinking a 120^{ft} long barge into the gap and infilling with silt and sand and thousands of jute sacks filled with more silt.

Toll House & Toll Road:

The Toll House, also known as Halfpenny Hall, was built in 1895 and replaced an earlier toll house called built in 1804. It stands close to Middle Pool between Freckleton and Newton Marshes. The toll road crossed the marsh from the Marsh Gates at the end of Preston Old Road, (formerly Preston Road), to the Toll House. At the Toll House it continued over Middle Pool by way of Half Penny Bridge, which is still marked on the OS map today. It then continued onto the Toll Bar at Lea Gate.



25. The Ship Inn

It is reputedly the oldest Inn in Freckleton. The earliest known deeds for the property only date from 1777. From the late eighteenth century until the mid-nineteenth century it was known as 'Bunkers Hill', after the battle fought in 1775 between the British and the American colonists. The early name has been preserved in the name of Bunker Street.

A plan of Freckleton Pool prepared for the Leeds and Liverpool Canal company in 1802 clearly shows the Inn together with its adjacent bowling green, which existed until at least 1830, to the east of the building.

26. Freckleton Shipyard

Vessels of all shapes and sizes, including sloops, flats and schooners were all built at Freckleton. It was usual for individuals to own shares in several vessels and for the wealthier merchants to own their own ships. The earliest recording of a vessel to be built was the "Delight" in 1782. The ship yard continued to prosper and build several large sea going vessels. Great celebration was had upon the launching of the largest vessel, an 88ft three-masted schooner called "Welcome". A large crowd watched and cheered as the vessel was launched on the 13th June 1885. Afterwards 45 people attended a celebratory dinner at the Ship Inn. Her first captain was John Banks from Freckleton and she was used for trading between London, Cornwall and Hamburg.

The 1900's saw the ship yard holding the prestigious role of servicing lifeboats for the RNLI. Sadly this came to an end in June 1970 when a fire destroyed a workshop, although fortunately there were no lifeboats at the yard at that time.

Between 1782 and 1801 at least six sloops and two flats were built which included the sloop 'Unity' in 1785. The yard was owned by the Wright family for much of the 19th century. In 1870 Robert Wright sold the business to Peter Rawstrone who in 1871 was described as a master shipbuilder, employing four men and three boys. Shortly after, Peter Rawstrone was joined as co-owner, by his cousin Henry Allanson. During the years 1872 to 1885 some of the largest vessels built in Freckleton were launched including the schooners 'Isabella', 'Jane', 'Perseverance', 'J C Swindlehurst' and 'Welcome'. Of these it is perhaps the 'Welcome' that is best known.

The partnership of Rawstrone and Allanson was dissolved in 1893 and ownership of the yard remained in the Allanson family until 1967. Soon after the sale of the yard in 1970 a fire destroyed the main building. The yard continued in a smaller capacity and in 2000 a 35ft yacht called 'Northern Rose' was launched. Soon after the yard ceased production and now produces fibreglass mouldings.

27. Former Mariners' Arms (now Poolside Farm)

The inn traded for approximately 50 years during the late 18th and early 19th centuries. It stood beyond the ship yard, overlooking Freckleton Pool.

28. Site of Bush (Pool) Inn

Almost certainly of ancient origin the Bush (Pool) Inn probably served as an arrival and departure point for travellers using one of the fords across the River Ribble. A southward route out of the township is mentioned in a thirteenth century charter. The inn ceased trading in 1910 and became a farmhouse before being demolished in 1974.

A bush was used by the Romans to denote accommodation and its use in England is supposed to have been adopted from them and is considered to be the earliest of English inn signs.

The following items in italics comprise additional information giving points of interest not shown on the map:-

***Bottoms Farm, Pool Lane (Bush Lane):** As a way of using up surplus milk and an extra means of income, it was once common place for each farm to make its own cheese and butter. It was once recorded that Bottoms Farm would make two 28lb cheeses each day, which were sold at the monthly cheese market in Preston.*



***The Lancashire Cow**, now known as the English Longhorn, was a popular breed during the 18th and 19th centuries. The milk had a high butterfat content making it ideal for cheese and butter making.*

***The River Ribble:** Before there was a port at Preston, it was possible to ford the river at low tide, from Freckleton at the end of Pool Lane, over to Guide Road at Hesketh Bank. Trading took place between the villages on both sides of the River Ribble when rope makers, coal merchants and farmers would transport their wares across the river by handcart and packhorse. Consequently marriages took place between families from these villages.*

This journey across shifting sands and strong currents was not without its dangers, so to ensure a safe crossing, an experienced guide could be employed from Guides House on Pool Lane. Guides House later became the Bush Inn, which provided refreshment, accommodation and stabling for traders and day trippers fording the river. In 1911, the local Temperance Movement tried to have the Inn closed down. It did eventually close and became a farmhouse before being demolished.

There was also a property at Warton called Guide's House Inn at the end of Mill Lane. This property was swallowed up as part of the land acquisition for the construction of the air base at Warton in 1942.

Fording the Ribble was no longer possible after the channel became too deep and dangerous, as a result of dredging and the building of training walls to aid navigation for Preston's port.

Net Salmon Fishing: At one time the River Ribble was renowned for its salmon. Because it was so cheap and plentiful it was written into the contracts of Preston apprentices, "they were not to have salmon inflicted on them more than three times a week." The men who fished using this method were called "Netsmen". The last Freckleton "Netsman" was Harry Whiteside, who, like his family before him, held licences to fish the River Ribble between the Naze at Freckleton and 14½ miles downriver to the sea.

This method of fishing involved rowing, possibly several miles, to find an appropriate area of the river, where a weighted net would be stretched across the water. The earlier nets were made of flax, which once wet, were incredibly heavy and took two men to carry one. During the 1960's they began to be made of fine nylon and were half the weight.



River Ribble at Naze Point

Naze Point: During the 1990's 17 silver denarii coins were found on land near Naze Point. These coins would have been approximately 3 week's pay for a Roman legionary soldier. Unfortunately, it is not known why the coins were buried in Freckleton and why they were not retrieved.

BAE Systems: Development of the aerodrome, now occupied by BAE Systems, a principal employer in the Fylde, began when land was compulsory purchased in 1939 for use by the RAF. In late 1941, Lord Beaverbrook (Head of the Ministry of Aircraft Production), offered the aerodrome to the United States 8th Army Air Force (USAAF), as a Base Air Depot, which became known as BAD2. After the end of WWII operations by USAAF wound down and eventually in 1946 the site was leased to English Electric Company, who went on to develop the aircraft "Canberra" and "Lightning".

In 1956/57 English Electric further developed the aerodrome, which included extending the runway across Naze Lane and Bush Lane. As a result, land was acquired in order to build a new road, (Naze Lane East), around the perimeter of the runway to connect with the existing sections of Stoney Lane and Naze Lane, renamed Naze Lane East.

29. Former Mayor Property - Old Parsonage now Nos 75 & 77 Preston Old Road

Formerly one property and originally owned by Robert Mayor, it was purchased by the church of England in c1860 when the first resident curate was appointed to Freckleton. It was sold by the church in 1930 when a new vicarage was built on Naze Lane.

30. Former Base Air Depot 2

Derwent Drive marks the entrance to Site 10, an American Air Force Base during WW2. The house on the corner was the site's Guard House and the electricity substation site was an interdenominational church. The site ran the full length of Ribble Avenue to Bush Lane. After the war it was taken over by the RAF.

31. Former Lamaleach Arms now 129 Lytham Road

This cottage was the farmhouse for Lamaleach Farm and was built in 1841. It had previously been the site of a public house known as the Lamaleach Arms. It is probably the oldest house on Lytham Road.

32. Hallam's Cottage

This property dates from the early 1800s. Originally thatched, the building now has a corrugated iron roof.

33. Site of Hodgson Institute now Memorial Hall

The Hodgson Institute stood in School Lane and was built in 1870 by Joseph Jesper, a Preston Quaker, on the site of the original Quaker Meeting House of 1720. In the mid-18th century the Quakers held the first school in Freckleton at the Meeting House - hence the name School Lane. In 1904 the building, renamed the Hodgson Institute, was bought by William Segar Hodgson who gifted it to the village for recreational purposes. The Memorial Hall now occupies this site. William Segar Hodgson also gave two acres of land to the village for horticultural allotments which are still used today, and two years later, a further twenty six acres of land in Bush Lane which was used as agricultural allotments. Some of that land today forms the extensive sports fields for the use of residents while the rest is still used as allotments.

34. Methodist Church



The Methodist Church, Kirkham Road

The first Wesleyan Methodist Chapel, a converted cottage, opened in 1814. This was replaced in 1839 by a purpose-built chapel. The present building was opened in 1885. The architect was D Grant of Preston.

The first Primitive Methodist Chapel (on the site of the present library) opened for worship in 1862. In 1891 the foundation stone for a new chapel was laid and the building opened for worship in 1892. Both buildings were demolished in 1973.

..... ROPE MAKING / ROPE WALKS

Hemp was being grown in the township as early as the mid-17th century, but the development of the ropemaking industry coincided with the commencement of the ship building industry in the late 18th and early 19th century. The ropes were always in demand at the shipyard for rigging the ships. Ropewalks were usually family run businesses and the existence of seven are known.

Ropers were usually self-employed and worked with other family members. The ropemaking process involved the 'roper' walking backwards down the rope walk, which may have been several hundred feet long playing out the fibres with one hand from a supply carried round his waist and supporting the yarn with the other. At the start of the ropewalk a machine was rotated by hand twisting the various fibres into strands and the strands into rope.

With grateful thanks to Peter Shakeshaft. Many of the contributions in this document are taken from Peter Shakeshaft's books 'The History of Freckleton' (2001), 'The History of Holy Trinity, Freckleton (2012), 'History of Freckleton Church of England Primary School (2014) 'The Diary of George Wylie Rigby of Freckleton' (2018), 'Voices of Freckleton' including the 'History of Club Day' (2020),. These books are available at Freckleton Library and other reference books are also available.

Information on the WW1 memorial was supplied by Andrew Norris <http://freckletonmemorial.webs.com>

Information was also taken from the Freckleton in Bloom information board which is by the War Memorial Gardens.

Freckleton in Old Picture Postcards - Richard Spencer

The Fylde Story - Robin Hooper

The World's Greatest Air Depot - Harry Holmes

A History of the Ribble Navigation - James Baron M.Inst.C.E.

<https://bad2.co.uk>

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