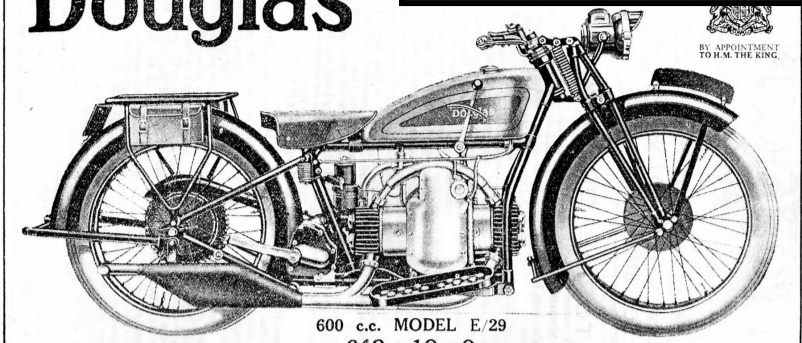


After the Great War...

POST WAR TRANSPORT

MOTOR CYCLING had become a popular activity by the 1920s and sales had soared. In a country area such as Bleasdale, owning one would have changed a young man's work and social life. Eric Lord, Leo and Walter's brother, had a motorbike in 1929...but it wasn't all fun.

Douglas



600 c.c. MODEL E/29
£49 : 10 : 0
UNDoubtedly THE CHEAPEST AND MOST EFFICIENT MULTI-CYLINDER MACHINE EVER PRODUCED IN THIS OR ANY OTHER COUNTRY

A collision between two motor cyclists in Bleasdale about 9.30 on Wednesday night resulted in Eric Lord (31), gamekeeper, Tower Lodge, Bleasdale, receiving abrasions and severe shock which necessitated his removal to Preston Infirmary.
Preston Guardian 27th July 1929

the finest dual purpose machine on the market today. Either solo or with sidecar with the utmost comfort. Detachable head, roller bearing big main built-up bottom pipe, mechanical lubrication. Three speed gearbox, enclosed kick starter, saddle frame, steering column carried on taper roller bearings with damper. The petrol and oil parts of oil. The wheels are detachable and interchangeable front and rear. Larger expansion chamber making silencing more effective than all parts are quickly accessible.

Advert from 'The Motor Cycle' magazine, December 1929
(Photo from internet)



(Photo from internet)

BLEASDALE WOMAN'S ACCIDENT.—Mrs. Elizabeth Beresford, Bleasdale, met with a serious accident on Thursday morning. She was proceeding to the Garstang Police Court on her bicycle to give evidence in a case before the justices, and when near Bonds collided with a motor car. Mrs. Beresford received a nasty cut over the right eye, and also sprained her arm. Her injuries were attended to by a doctor, the face wound necessitating the insertion of a number of stitches, and later she was taken home.
Preston Guardian 24th December 1921

Women tended to keep to the **BICYCLE**...but sometimes also came a cropper as this 1921 report shows! The bicycle remained the most common form of transport for Bleasdale people for many years.

It was not until the 1920s that large numbers of **BUSES** started to appear in Lancashire. The Pilot Bus Company was formed in Garstang in 1920 and operated a route to Calder Vale. It was taken over in 1926 by the Ribble Bus Company, founded in Preston in 1919.



Picture of 1927 Ribble Bus
(Photo from internet)



Helmsore Horse Brake 1920s Lancashire.
(Photo from internet)

Although it has not yet been discovered when the first **CHARABANC** came through Bleasdale, as soon as the roads were made suitable it is likely that day-trippers travelled to view this scenic part of Lancashire.

BLEASDALE PARISH'S FIRST LORRY?

Oakenclough Paper Mill was a successful business during this period, but it was still largely dependent on obtaining raw materials from the railways and canals, and sending out its products to its customers, many of whom were in south Lancashire. It is not surprising to find that the Mill had a 'lurry' in 1918, which was likely to have been a pre-War model as production was focused on the military, not the civilian market during the First World War ... but as this 1921 report shows, accidents could occur ...

Preston Guardian 11th May 1918



(Photo from internet)

MOTOR ACCIDENT.—An alarming motor accident, happily unattended by serious personal injury, occurred on Wednesday afternoon near Garstang and Catterall Station. Mr. H. Jackson, J.P., Oakenclough, was driving his car from the station when he suddenly came upon a motor lorry, engaged upon work at his mill, going in the opposite direction. In endeavouring to avoid a collision, Mr. Jackson turned his car to the other side of the road, but the driver of the lorry, also trying to prevent an accident, followed a similar course, with the result that both vehicles came into violent contact. The car, which also contained Mrs. Jackson and a lady friend, was severely damaged, but beyond severe shock and slight bruises the occupants escaped injury.