

Halstead of Sowerby Bridge, Suppliers to the Fairground Trade

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Introduction

I visited Dingles Fairground Heritage Museum in June 2024. One of the first information panels that I saw was the one declaring that Robert Edwards had bought the displayed galloper ride from well known ride manufacturer Halstead's of Sowerby Bridge in 1916. I was in disbelief that there was ever such a business as I live in the town and had never heard of them, nor, it transpired, had anyone else in Calderdale. Therefore it seemed only right that an attempt should be made to fill this gap in Calderdale's knowledge. This document is intended largely to awaken Calderdale to a notable figure who lived in their midst. It is most definitely not a polished, comprehensive guide to all things Halstead or fairground.



The Golden Gallopers were acquired by Robert Edwards in 1916 from the well-known ride manufacturer Halstead's of Sowerby Bridge. Robert soon added 24 new wooden horses and 12 cockerels carved by Anderson's of Bristol, which were painted in rich, bright colours and featured extensive gold leaf gilding.

Another addition was a new set of upper rounding boards, which were imaginatively sign written with each featuring a different typeface and colour scheme.

I sought assistance from a number of willing experts to help. It was quickly confirmed that the company had indeed existed, and that it was widely known and respected in England and elsewhere amongst fairground devotees through to the present day.

I was given a link to www.halsteadresearch.org.uk which supplied all the necessary family details, and was also sent several census reports to back these up. The three principal characters are the father John Paul Halstead 1838-1893, his eldest son William Henry Halstead 1873-1931 and William's brother Ernest Wilfred Halstead 1879-1952. The underlying trade for all three is 'wheelwright'.

Note that I have given details of the references in the text, the object being to make this a stand alone document, so that further research by the reader is not essential. I have highlighted areas where there is a gap in my knowledge.

John Paul Halstead

Family life

He was born in Huddersfield, but moved at age 2, presumably with his parents' assistance, to Halifax in what is now the district of Calderdale. He married Merab Pickles also known as Mena, Muab or Meral) in 1862 and they had three sons, William Henry b1873, John Aubrey b1877 and Ernest Wilfred b1879. There is no mention of where John Paul learned his trade as a wheelwright



The family moved house several times according to censuses, including Scar Road, West St and finally 10 Victoria Road. 10 Victoria Road now exists as a nursery and is close to his Victoria St works. When John Paul died he was buried at Mount Pleasant, Norland. He was buried along with the Pickles family, including his father-in-law, James, and not in a Halstead family grave. I have not researched John Paul's predecessors. The headstone is quite ornate and an iron fence surrounds the kerbstone. The graveyard appears to be part of the garden of the adjoining house, but it is in fact on Calderdale's official list and fully accessible. There is no obituary.

Merab lived 1840 to 1922. After her husband's death she lived at various Sowerby Bridge addresses, including 10 Victoria Road, 13 Egremont St, 5 Vale Street. Sometime after 1911 she was living alone at 4 Brayshaw Fold/Park House Road, at Low Moor, Bradford according to the 1921 census. She is buried at the Wesley Place Methodist Chapel graveyard, Low Moor, sharing the grave of her son John Aubrey, and her sister Emily (died 1945) according to Low Moor Local History Group's "Iron Poppies". Only Aubrey has a headstone. The reason they went to Low Moor is unclear. Her sister, Elizabeth had married Thomas Bradbury from Low Moor, but all Merab's other family were left behind. John Aubrey had lived with her during all his civilian life but not Emily. However when Merab died one year later her address was 3 Hope Street, Sowerby Bridge. The chapel was demolished in 1959. The graveyard still exists. Thanks to Vicky Postlethwaite, a Halstead owner and professional restorer, there is a photograph of Merab.



Note that Sowerby Bridge has both Egremont Street and Egerton Street and some references misspell one or both names which can and does cause confusion.

The business

One reference claims John Paul's first works to be at Cinderhill, Sowerby Bridge. This is an unofficial name given to what is now Norland Road, which was unsurfaced at the time. There is no indication on maps as to where these works might be if so located. However, there is an advertisement by John Paul in the 1874 Smith's Halifax Directory. He is offering himself as a wheelwright and railway wagon (or waggon) builder at Stirk Bridge, which does indeed exist. Many mill properties are and were in that area, and also the sewage treatment plant, so not on that

particular site. There is no mention of fairground requisites at this time. A later workshop, now demolished, was on the right of Victoria Street beyond the current car park. Old maps mark the location 'wheelwright'. Farm equipment was also produced as would be expected of a wheelwright/cartwright in the 1870s.

A review in Industries of Yorkshire, 1890, claims that he set up his own wheelwright business a year earlier in 1873, the year of William's birth. The review states the following:

"The work of the business, which has been successfully conducted for upwards of 17 years, is generally that of a wheelwright and carriage and railway wagon builder, though it essentially consists for the greater part in the construction of all that comes under wheel and carriage work, or under the category of showman's vans, that is, not only in the familiar "house on wheels", but also in stage and luggage vans, dobbie-horse engines, and trucks. Everything of this kind from a "shooting barrow" to a handsome "shooting gallery", from a small "three van" show, with adjuncts, to the complete outfit of a mammoth travelling wax-work or menagerie, can be provided with ready facility. Specimens of show-pieces, caravans, swing-boats, and "hurleys" are shown in the woodyard and work premises, the latter consisting of a two story building, the ground floor of which is fitted up as a saw mill and planing mill. All manner of appliances and approved machinery is used in the construction of the various objects, and twelve men turn out the entire work. Carts, waggons, and vans of all kinds are made, and every article receives a special warranty as to durability, first-rate finish, and appearance. Estimates and designs are forwarded on enquiry, and the work is proceeded with forthwith, and the speed, accuracy, and substantiality with which all orders have been accomplished in the past, have been the means of bringing in a good local trade, which Mr Halstead's energy, and enterprise are effectual in maintaining."

I include the whole review as it is the only account of John Paul's activities and raises some points.

Who provided the capital for what appears to be a substantial financial commitment? William banked at Lloyds.

Although William is the star in the firmament for fairground rides, his father was the instigator of the trade, but is lost to time.

Do any of these early rides survive?

There is no mention of buying and selling or brokering as there is later with William. It would appear that railway wagon building was dropped in favour of the other activities.

William Henry Halstead

Family life

William was also a wheelwright, was most likely apprenticed to his father. I have not researched John Paul's will, but William, the eldest, certainly appears to be the beneficiary of the business over his brothers. There is no mention of John Aubrey in association with the company. Ernest Wilfred does appear to be have been employed

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by his brother. However Ernest's name never appears on any Halstead letterhead. William married Isabella McMurray in 1895 and they had four children, Maggie, Mabel, George who were the longest lived and Emily who only survived for one year.

The family again apparently liked to move house, always in Sowerby Bridge. Firstly to 17 Egerton Street, and then across the road to number 18. Next on to 4 Grand View, a short distance above his workshop, and lastly 5 North Cliffe, even further above his work place. You may struggle to find the last two addresses on maps since the two are not identified as streets in there own right.

William did not indulge himself in politics, but he and his wife were very active in the community. The Halifax Courier and Guardian of 07.04.1920 reported that the silver wedding was celebrated at West End Congregational School.

Some 150 guests enjoyed a substantial tea and social evening. There was a musical programme, games and dancing. William and his wife were preachers at the School and regular members of the Church there. Tribute was paid to William's successful business dealings, claiming he was one of the largest makers of roundabouts and caravans (living vans/wagons) in England. He was also a member of the Showman's Fellowship, now defunct, which was a trade organisation. It had no connection to the Showman's Guild which is for showmen only.



The same newspaper printed his obituary 18.06.1931, and the identical article appeared in World's Fair. This repeats his national fame, saying that he gave pleasure to tens of thousands of people. Apparently children passing his workshop were entertained by all the gaily coloured items sat outside. It repeats his association with West End, but reports that he latterly attended Triangle Wesleyan Church.

William was very much involved in sport, secretary of Sowerby Bridge Rugby Club who won several cups. These are listed in Rob Grillo's "West Yorkshire's Long Lost Rugby Clubs" as the Yorkshire Challenge Cup, 1899, and the Halifax Challenge Cup on five occasions between 1890 and 1899, before being wound up in 1903. The club grounds are now a recreation field at Recreation Road. He was a past president of Triangle cricket club (still playing) and was a local club umpire for a long period. There are a number of period photos at Triangle CC, but unfortunately not all carry names of the subjects. One or two may show William, but that is conjecture. He was apparently generally well known and expected to be greatly missed. Not for long, it seems, hence the need to try and resurrect him!

The business

William would have taken over his father's workshop in 1893. However in 1908 he made a planning application for a new workshop in Norland Road, just above Allan (or Allen) house. This was a single story building with a small yard outside and still exists. It has an 'M' shaped roof white painted end and is now owned by **Carbolts** who machine and supply blackened stainless steel items. The 1908 plans also exist and are kept by West Yorkshire archive. These show two outdoor earth closets for the facilities. For information, these are not water flushed, but have to be emptied

manually! Note that this building frontage is partially obscured by a shipping container as of 21.10.24.

It has been frustrating to be unable to find any direct published information as to how William shaped his business:

How many rides did he produce and of what types?

What proportion of his business lay outside manufacturing?

Were his rides as sought after then as they appear to me to be now, over and above other manufacturers?

My advice is that 70 rides or other Halstead items are currently in existence in the UK comprising:

Chair-o-planes

Carousels

Toy sets

Paratroopers

One problem in identifying and guaranteeing the authenticity of Halstead rides, is that the name has taken on a generic meaning for children's rides (juveniles).

A single Halstead animal in good condition may now cost £2000. Who carved these animals? John Barker's "Roundabout Relics" has many examples of the work of various carvers, but myself, I can see no great similarity between any of the animals in there and the few viewable Halstead ones.

Several possibilities are available:

1. Spooners - Paul Temple has an animal with 'Spooners' inscribed on it. Since the ride was owned by the Pullen family for 100 years, confidence in its origin is high.
2. Andersons – they seem to be the popular choice and the almost automatic attribution, but I have not found concrete evidence of it.

3. JL Balmforth - Vicky Postlethwaite has sent me an image of a horse carved by JL Balmforth of Brighthouse who were known carvers. The company name can be seen as part of the original paintwork. The horse is very similar to Halstead's ones. Note that the manner of construction is revealed by the obvious joint positions for the neck, tail and legs making fragmented carving a



possibility. See paragraph 4. Birkby, also of nearby Brighthouse, advertises his ride carving capability but there is no known connection with Halstead.



4. Tom, Dick and Harry – a conversation with John Warrington, owner of three large carousels and three Halstead ones, revealed that Sanderson, a partner in the Balmforth enterprise, was related to the Halstead family. Sanderson claimed the Halstead had a cottage industry going. One family did legs, another heads, etc. The Balmforth connection lends some credibility to this intriguing tale. The necessary carving and painting capability existed outside the established companies.

Short of seeing invoices, resolution seems unlikely. Some of the rides required more complex machinery than others, but the basic structure of a dobbie is very simple for anyone to undertake. A superstructure similar to a large diameter spoked wheel on its side, a central column rotated by hand via a gear mechanism and a cross shaped base. There was a commutator mounted on the central column when electric lights were fitted. The strict definition of a juvenile ride is that it is similar to a dobbie with its cross shaped base, but with a platform added below the ride animals, cars, etc. William appears to have concentrated on dobbies. The decoration of the roundings, etc. could have been done by the painter he employed. Ernest is also listed as a painter in some documents. I believe that the rides, as supplied, were always manually operated, although many were later converted to electrical drive by their owners. Note that strictly speaking the term ‘roundabout’ is used in England for a clockwise rotating ride, and ‘carousel’ is a European or American term, the rides having an anti-clockwise rotation. A ‘galloper’ is the term usually attached to the much larger, adult version of the roundabout, the animals being given an up and down movement by a crank mechanism. Halstead did not make adult rides, but a few of his juveniles were fitted with cranks.

A Worlds Fair advertisement in 1909 is for an 18’ juvenile switchback comprising 4 seater swans capable of holding both adults and children and readily folded away in a compact manner. It had run for 500 hours at Halifax Zoo. The Halifax Zoo existed from 1909 to 1916 and was owned by Alfred R McKill who was well known for taking his pet camel for local walks. The zoo closed after reports of animal abuse, dangerous animals and attacks on visitors. Not ideal for impressing William’s potential customers perhaps.

Sheffield University Special Collections have a set of World’s Fair (WF) magazines loaded onto microfilm, but no index, and not searchable. Ploughing through a weekly publication for the whole of the 30 year duration overlap with William’s production was not practicable for me. Hence I just dipped into it as I saw fit. The WF publishers only have paper copies.

William was advertising on a regular weekly basis in World’s Fair, so I examined the first three months of 1920 in order to see what he was offering and also to assess his turnover rate for these items. The mix of items for sale is very wide, but living wagons appear frequently. There is no distinction between items that he has bought for resale and those he is selling on commission. Since some items are both large and heavy, transport to Sowerby Bridge and then out to a customer would have involved much work and expenditure. Therefore many items could have remained at their place of origin until sold, or simply be sold on commission. Storage would also have been a problem at the Norland Road works which were not large and had only a small yard outside.

World’s Fair advertisements starting January 1920 typically list the following:

Week 1

1. 1 pair 8” dia brass bells
2. 1 set Savages full size gondolas, organ, trucks, traction engine, ready to go
3. 8HP Burrell traction engine
4. New Halstead juvenile 18 three abreast horses, 3 motor cars
5. Electric starter for any ride

6. Halstead hand powered juvenile switchback
7. Lodge side living wagon
8. 14ft packing truck by Santos, Wigan
9. Set of six swings
10. Circular Cob-'Em joint (whatever that may be!)
11. Halstead 16ft x 6'6" living wagon, now building, a completed identical one in shop can be viewed, photo 1/-

Week 2 and 3

More living wagons of various sizes

Week 4

1. Halstead three abreast from week 1,
2. Savages bike set 36' diameter
3. 4 boat Gem swings
4. New build 16' x 6' 6" road and rail living wagon
5. Dart board 13' x 3'
6. Set of peep show boards
7. Carved shooter front and sides
8. About 37 auto clock(?) and slot machines, cheap to clear
9. Same as item 1 but in manufacture

It is not entirely clear which Halstead items appear twice since two could have the same specification. It appears though that turnover of stock was good with appearances of between one and four weeks. Halstead claims in one advertisement "hundreds of satisfied customers" and to be "the oldest established showman's trading firm in the country". Some advertisements seek only to buy stock.

A notable feature of Halstead hand operated juveniles was the handwheel with his name boldly displayed on the rim. Note that aluminium copies are now advertised, so adding to the confusion around authenticity.

In several cases in later years, William asked for an SAE for reply. William complained that a shortage of office staff made it necessary for potential customers to supply return postage. Put your own interpretation on this as to whether or not times were tight. By the late 1920's it is possible that the public were demanding more exciting rides than the Halstead juveniles..

The 'now building' phrase appears often in living van advertisements, and supports the view in Paul Braithwaite's book "A Palace on Wheels" (APoW) that Halstead was not building to order but building for stock. Advance orders were not accepted. The customer could specify the internal fittings only, although these could be very ornate as the inside of a showman's wagon will show. The bodies were mounted on



second hand underwagons. In APoW it is asserted that William was probably the first manufacturer to standardise his living wagon designs. This likely sprang from his experience during WW1 when he was building large numbers for the use of munitions workers etc. as temporary homes since the workers had to move to where their labour was required. Such was his importance in this area that he successfully appealed against his brother Ernest's conscription. There are no reports of any surviving wagons. The wagons could be built for shipment by either road or rail. Enquiries with the Lancashire and Yorkshire Railway Society elicited that they did not have any waybills in their archive, which would have been useful in indicating shipping arrangements.

This information confirmed my suspicion that the business was not entirely built around his well known and respected juvenile rides. In fact the manufacture of juveniles may not even have been the major source of income, especially after WW1, although they are what he is remembered for now. Buying, selling and brokering was likely a significant source of income.

After struggling to find any information on his living wagons, I learned about APoW from a most helpful elderly couple at the 2024 Statfold Barn steam rally. The Fairground Heritage Museum is moving there in the winter 2024/5. They were owners of a Gavioli organ and a restored living van (not a Halstead) with which they had travelled widely in Europe. This book has accounts of all living van manufacturers preceded by a history of these vehicles. There is a comprehensive list of cross references. There are almost 90 major suppliers and about 150 others who made not more than two vans. Therefore William had some serious local competition for his living wagons. Three of the most respected were close by; Birkby's of Brighouse, Brayshaw's of Yeadon and Balmforth's, also of Brighouse. In addition, Jacksons of Congleton, Cheshire, were, in later days, rivals in the fairground rides trade. It seems likely that much of the living wagon building and fitting out was done in house. This is supported by one advertisement where he claimed that the condition of items he bought was not important as he had his own skilled tradesmen to carry out repairs.

According to APoW, William employed a stableman who would go out, with his horse, to reclaim items when payments were in default. This suggests that there was quite a lot of local trade as horse travel would have been too slow for longer distances! It seems that litigation was endemic in the fairground trade, and William had his fair share. Many transactions were in cash, so a formal contract was probably avoided. One man's word against another.

William died in 1931, and no evidence has come to light that Ernest made an attempt to carry on the business, although at his death he was recorded as a master cartwright at Wharf Yard. The company was closed in 1933.

A photo of a Halstead living van provided by Vicky, seems to have a wharf in the background. The Rochdale canal passes through Sowerby Bridge, where there is a marina which still has a number of old buildings that were once warehouses. So



this photo provides possible evidence of additional workshop space. No mention is made of this in any of William's advertisements. The address is always the 1908 workshop which presumably remained his office address. I had always thought that William would have difficulty building and housing living wagons in his relatively small Allan Wood workshop, with its awkward access, especially if he was manufacturing multiple units and rides etc. all at the same time. Enquiries with the Waterway authorities only revealed that they have no archives relating to tenancy, so the location cannot be confirmed. However Ernest's obituary states that he was a cartwright at Sowerby Bridge Wharf, which suggests that there were indeed two work places. This would also explain why, on William's death, that the Allan Wood works was closed as superfluous to needs.

Ernest Wilfred Halstead

Ernest too was a wheelwright/cartwright. He was employed by his elder brother. There is no indication that he held any form of managerial or partnership role in the business. His obituary lists him as a cartwright at Sowerby Bridge Wharf. What work he carried out there is not known, but in the 1901 census he is listed as a painter and blacksmith. He married Annie Ashton in 1903 in Lancashire, they had three sons. Annie died in 1924. He lived many years with his middle son John Paul and wife Dora, in his later life.



He had a 40 year tenure as a committee member of Sowerby Bridge Cricket Club.

Unfortunately a devastating fire in 1982 and the 2015 floods destroyed most of their archives and photographs. His brother had a long association with nearby Triangle CC, so they must have been on opposite sides on occasions. Other than that, little is known of Ernest who died in 1952.

John Aubrey Halstead

John Paul's second son, John Aubrey, whose involvement in the business, if any, is unknown, enlisted in the Army Service Corps in 1916. It seems that he had moved to Low Moor at some point. Why he should leave Sowerby Bridge when his brother's business was very busy is a mystery. It is known that the munitions factory there was seeking workers. In the "Iron Poppies" he is described as 5ft 2in tall, 98lb (7 stone, 45kg) and poorly physically developed. Despite this he was employed in 1911 as a blacksmith's striker. He died in 1917 of pneumonia, never having been abroad. He was buried at Wesley Place, the graveyard being situated between First Street and Chapel Road. His grave (M32) is on the left, two thirds of the way up the path from the double gate. The Low Moor Local History Group



have an excellent website, www.lmlhg.org.uk. There is no indication as to why he was not buried in Sowerby Bridge. At some time the Commonwealth War Graves Commission decided that the graveyard at Wesley Place was in such a poor state that they erected an additional gravestone at their Stonehall cemetery, Wetherby Road, Harrogate. There he shares the headstone with Fred Wainwright, the only other WW1 burial at Wesley Place, although they were unknown to each other. Both their Wesley Place headstones are still in place.

Existing rides

I made several visits within a comfortable day's travelling distance to see some existing rides and to meet their owners.

1. Paul Temple of Paul Temple Entertainments and TV fame, operates a 1906 Halstead roundabout in Rufford Park near Mansfield throughout most of the year. Although it lives outdoors, it is in immaculate condition due to a regular programme of maintenance. The peacocks are copies because the current owner of them will not sell apparently,



and in any case they are not in good condition. The original Halstead inscribed bell remains in the hands of the previous owners of the ride. Only two of the horses are originals. The others are past repair or are regarded as too valuable to leave in a public location where they would be prone to theft or vandalism. It has been fitted with an electric drive motor, more suited to day long operation. The handwheel is available and can be fitted easily once the motor is removed. Paul was generous with his time, introducing me to all the technical terms for parts of the structure. Not least was the fact that the particular design of roundings (circular 'pelmet' around the top of the ride) is unique to Halsteads. A fine example of the product.

2. The Scarborough Fair Collection is open to the public several days per week. There is a superb collection of fairground/street organs and wurlitzers, vintage vehicles and, of course, fairground rides. All are in top class condition and are operated for everyone's entertainment. Unfortunately the 1900 Halstead dobbie is locked and not in use. It does not carry the usual Halstead name on the handwheel. I do not know if any rides were produced with a plain wheel,

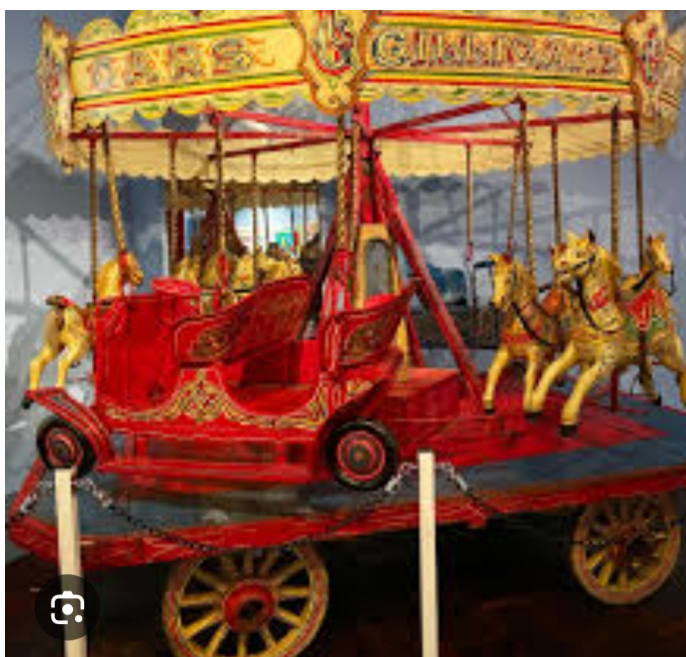


and the owner's business commitments did not allow contact with him. Note the same pattern of rounding as on Paul Temple's roundabout.

3. Gordon Cooke at Hyde market, Cheshire. Again, Gordon could not have been more helpful. The family has continuously occupied the same pitch for a fairground ride on Hyde Market since 1919. Surely a unique situation. A Halstead was first bought by John (Jack) William Greaves, a WW1 veteran, who had lost his right eye and had a badly damaged right arm. In the 1920s Jack's health deteriorated, so it was taken over by his daughter Lily who had married Bill Cooke. The first ride was sold and replaced with another Halstead in 1930. There is very little remaining of the original ride. Gordon's grandfather made new items such as the double decker bus, the added platform and rounding boards, which were painted by a local airbrush expert. It is unsurprising that much repair has been necessary due the ravages of the weather and vandals, the ride living there on site for over 90 years. Again it has been converted to electrical operation, but Gordon has the original handwheel. See Manchester Evening News 6 July 2019.



4. There is good photographic evidence of several Halstead roundabouts mounted on and operated on wagons. York Castle Museum Toy Section has one such, but it was unavailable at Sept 2024 due to roof repairs on the building being ongoing. The roundabout was owned by a husband and wife team and they drove it around the town of Castleford near Leeds in the 1950s. It was stored for some years, and some of the horses were stolen, but it passed to the museum via Kirkstall Abbey museum, Leeds. York have fully restored it. There is an evocative three minute film of the Gilligan's Carousel ride on the streets of Castleford in the Yorkshire Film Archive. This film is a three minute, lovely to watch, video of the ride, and it is free to view.



Site locations

Some, but not all, of the locations associated with the Halsteads are listed here. All structures exist as of Sept 2024 unless stated to be demolished. The grid references are on the Ordnance Survey South Pennines map OL21 and, except for Low Moor, make a circular walk of about 5 miles:

1. Stirk Bridge, location of John Paul's first workshop SE0581 2329
2. 10 Victoria Road, John Paul and family's home, together with his workshop (demolished) along Victoria Street SE0592 2339
3. The two side by side family graves for William and his brother Ernest in Sowerby Bridge cemetery SE0520 2373
4. 7 Egremont Street, family home SE0542 2347
5. 17&18 Egerton Street two of William's houses SE0592 2392
6. One time Sowerby Bridge Rugby Club ground SE0596 2394
7. West End Congregational Church (demolished) SE0571 2327
8. 5 North Cliffe William's final dwelling amid a row of six houses, turn right at SE0599 2309
9. The footpath at SE0637 2286 leads towards Mount Pleasant graveyard
10. Mount Pleasant chapel foundation stone SE0704 2296
11. John Paul's grave with the Pickles family; shell carving and curb rail SE0707 2297
12. 4 Grand View penultimate home of William below at SE0596 2321. Ernest's at 8 Lower Clyde St (demolished) immediately above and Ernest's last residence at 3 Hope St below (demolished)
13. Allen Wood, Norland Road, William's workshop from 1908 SE0600 2335
14. Wharf Yard, site of the possible second workshop SE0644 2369
15. Brayshaw Fold, Low Moor, much of it demolished SE1610 2897
16. Merab and John Aubrey grave at Wesley Place, plot M32, SE1611 2852

Further information

Should anyone have information to add to this narrative they are free to contact me. Memorabilia would be useful in providing factual support. There is no restriction on the use of this document, since its purpose is to spread the Halstead word. However my sources would not wish it to be used for commercial gain.

Acknowledgements

The Fairground Heritage Trust; Stephen Smith, author; Roger Beasley, Calderdale Family History Group; Sara at Halifax Central Archives; West Yorkshire Archives; Garry at Sowerby Bridge library History Group; Calderdale Funeral Services, Park Wood; Kyle at ADIPS; Louise at Showman's Guild; Sheffield University Fairground Archive; Paul Temple owner; Gordon Cooke owner; Sara at the National Motor Museum, Vicky Postlethwaite, owner and restorer, Low Moor Local History Group, John Warrington showman.

Street map of Sowerby Bridge

