

Sankey Canal Restoration Society

CANAL CUTTINGS

VOLUME 9 Number 8
Winter 2020



The Passing Scene – or, Nothing is For Ever

St Helens Council has announced that it is to demolish the Chalon Way multi-storey car park—seen here from the present terminus of the Sankey Canal—as part of its plans to regenerate the town centre, which will re-focus attention onto one of the town's most historic features—the Sankey Canal, which was extended from Gerards Bridge to here in 1775.

Sankey Canal Restoration Society

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Founded 1985



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Paul McQuade (St. Helens)

The Inland Waterways Association:

Colin Greenall (Chester & Merseyside Branch)

Sankey Canal Restoration Society

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VOLUME 9 NUMBER 8: Winter 2020

**Editor and Production: David Long
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The Chairman's Report—from Colin Greenall

It is with deepest sorrow that I have to begin my Report with the very sad news that Cllr Keith Morley passed away on Thursday 12th November.

Keith was Halton Council's representative on SCARS' Executive for over 20 years, and was a great friend and colleague to the Society, and fought hard for our cause at the highest level in Halton Council matters. He will be sadly missed by all who knew him.

Whilst on the subject of the Council representatives who sit on our Executive, we would like to congratulate the representative from St Helens, Cllr Paul McQuade, on his appointment as the new Mayor of the Borough. He was sworn into office at the end of September. His chosen charity for his year of office will be SCARS. Everyone on the committee is delighted for Paul and wishes him well in the year ahead.

Welcome to another issue of "Canal Cuttings", I hope you will enjoy reading the interesting items we have put together about what is happening along the Sankey Canal, alongside the material on its place in the history of the area.

While on the subject of Canal Cuttings, I would like to mention the tremendous amount of work that goes into producing our magazine four time a year, and, in particular ,I would like to thank our Secretary, Peter Keen, for his articles of interest which he keeps coming up with to keep us all entertained, and to our Editor, David Long, who manages to make sense of my ramblings and produces an outstanding magazine time after time, thanks to you both.

Which bring me to a plea for more contributions from you the membership, we need interesting articles, pictures or snippets of news relating to the Sankey Canal and surrounding areas. Anything you think of that might be of interest, send it in— it can be old photographs, or related to local canal, railway, or any other history, or anything to do with local events and happenings.

The decision was taken at our October committee meeting to abandon the idea of trying to hold the Society's AGM any time before next March. Following from this, it was decided that the present Officers and Executive members would continue in their roles until such a time as an AGM could be safely held.

Other news which you can read more about in this issue relate to the visit of the High Sheriff of Merseyside to Spike Island, St.Helens Council's proposal to demolish Chalon Way multi-storey car park to open up the Sankey Canal as part of the town centre regeneration scheme, and SCARS 35th Anniversary.

I was hoping to be reporting that the Coronavirus pandemic was abating and that our work parties were out and about again, but alas this is not the case, so stay well and keep safe.

Finally just a reminder that membership renewals are due on or before 1st January 2021, I do hope that you will all be rejoining and helping us in our efforts to restore the Sankey Canal.

All that remains for me to do now is to wish you all a Very Merry Christmas and a Happy & Prosperous New Year and hope that 2021 will be a better year for us all.

*Best wishes,
Colin Greenall*



**We wish our Members and Readers a
Merry Christmas—and
Hope for a Very Different
New Year!**

Sankey Canal Gaining High Level Support

Lady Pilkington and Merseyside's High Sherrif Tour Threatened Spike Island Moorings



Lady Pilkington (*right*), with the High Sherrif John Roberts and his wife Mary at Spike Island.

They are standing on the site of the recently-removed fixed wooden bridge, which is soon to be replaced with a new steel swing bridge.

On Monday 28th September I had the pleasure of accompanying Lady Kirsty Pilkington, the High Sherriff of Merseyside, John Roberts and his wife on a visit to Spike Island. The purpose of their visit was to tour the site and see for themselves the popular local marina facility which is under threat if water supplies dry up once decommissioning of Fiddlers Ferry Power Station is complete.

The party assembled in St Helens, where they were given a PowerPoint presentation about the work of the SCARS. Then we drove to Widnes and Spike Island. Upon arrival, a brief history of the canal and the island was given, followed by a guided tour of Spike Island with all its interesting features.

John marvelled at the wonderful view of the Mersey Gateway Bridge, saying that he crossed it for the first time yesterday and today was the first time he had been to Spike Island and wanted to know all about the wrecks in the bank (*right*), the purpose of the wet dock and the story of how the island got the name Spike.

The group were very concerned about the water supply problem, asking about what measures were being taken to find a new supply. When told that Warrington Council, with assistance from Halton Council were working on a scheme to reconnect the Sankey Brook to the canal they were relieved that something was being done to keep the canal in water and hoped that Spike Island would continue to be of benefit to the people of Widnes.



SCARS Congratulates the New Mayor of St Helens

For some years now the Society has been much supported by Councillors from the three Local Authorities, through which the canal runs— Halton, St. Helens and Warrington. A representative from each attends Executive Meetings as observers, and have proved able to assist with any difficulties which might occur which lie within the jurisdiction of their respective Councils.

The representative for St Helens is Councillor Paul McQuade who has not only been of great assistance at Committee Meetings, but has also turned up on many occasions to work alongside the Society's volunteers at their work parties. These activities have been generously fitted in between his everyday work running his gardening business, and his extensive duties as Ward Councillor for Blackbrook, where the Sankey is a major feature. Our picture shows him on a clean-up in 2019.



This year Councillor McQuade has been sworn in as Mayor of the town for 2020-2021, supported by his wife Lorraine, who will be his Lady Mayoress. Born and bred in Blackbrook, he has served the ward as its Councillor since 2006. He considers it a great privilege to represent the town. His only regret is that, given present circumstances arising from Covid-19 he will be unable to get out and about in the community to attend events and meetings as much as he would like to do.

As always the Mayor is entitled to appoint a charity to which income raised from events around the borough is donated during his year of office. The Charity chosen by Councillor McQuade is the Sankey Canal Restoration Society. This is an unexpected honour for the Society which is most appreciated.

SCARS offers its congratulations to Councillor McQuade on his appointment and looks forward to working with him in the coming year.

In Memoriam: Cllr Keith Morley 1939-2020

As announced in my Report on page 3, Cllr Keith Morley lost his battle with cancer at the age of 81 on November 12th.

Keith first came to SCARS as the representative for Halton Borough Council some twenty years ago, and from then on became our go-to man for anything to do with canal matters at the Widnes end of the Canal. He was a hard-working Councillor who would always go out of his way to help the Society in whatever way he could, be it arranging visits to the Mersey Gateway Bridge construction site (*right*), to acquiring the container at Spike Island for our work party team—nothing ever seem to be too much trouble.



Working with the Sankey Canal Restoration Steering group he helped in the “Linking the Locks Project” and in getting Halton Council to replace the swing bridge on Spike Island. More recently he was involved with negotiations over the water supply situation with the closure of Fiddlers Ferry Power station.

He became Halton Council’s representative on the Sankey Canal Partnership Board on its formation in 2017, and his advice and commitment to the group was always accepted, knowing that if he said he would do something it would eventually lead to it being done. He has represented the Broadheath Ward of Halton Council for the last twenty years and been described has an “outstanding” Councillor with nothing being too much trouble to help his constituents.



In 2011 he had the honour of being appointed Mayor of Halton, a role which he thoroughly enjoyed, along with his wife-to-be Sheila Glynn as the Lady Mayoress (*left*). Keith and Shelia married on Valentine’s Day 2015 at Runcorn Town Hall and held their reception at the Select Stadium, home of Widnes Vikings RFL Club. Keith said he had known Shelia for more than fifty years - she used to help carry the band’s equipment into the Queens Hall, Widnes, when Keith was the drummer in a local band called the Ramblers.

The tributes paid by his former colleagues at Halton Council are summed up nicely by Council Leader Rob Polhill, who simply said that Keith “Was irrepressible, irreplaceable and irresponsible at times in the nicest way possible.”

On behalf of the Sankey Canal Restoration Society I would like to say thank you for the many hours spent in the company of a person so dedicated to his position as a councillor and for the way in which he approached life with kind-hearted humour and responsibility. Rest in Peace, dear friend - you will be sadly missed by all who had the pleasure of knowing you has a friend or colleague.

Colin Greenall

Follow SCARS on any of the social media platforms and keep up-to-date on our activities and news. Find us on:



Facebook

Sankey Canal Restoration Society

Twitter: Sankey Canal @scars567



Instagram: Sankey Canal Restoration: sankeycanal1757

Sadly, we have been unable to re-start our Work Parties as hoped, but are looking to do so as early as possible in the New Year—look out for an announcement on our social media platforms



WANTED—Volunteers

Our Work Party is champing at the bit to get back to work after the lockdown. If you're also wanting to tone up your muscles, why not join them? The work you put in depends on you and what you feel capable of.

Contact me on: 01744 600656

Or email me at : johnhughes11@virginmedia.com

John Hughes



News Round-Up Around the Boroughs

by Colin Greenall

The country may be going through unprecedented times, but we are very pleased to see that our three Local Authorities are continuing to keep matters associated with Sankey moving along.

WARRINGTON

Gulliver's World Development: In spite of local residents' opposition, plans were passed on Wednesday 2nd September for the expansion of the Gulliver's World Theme Park. The consent is for the building of approximately 60 holiday chalets within the grounds of the complex.

Water Supply: Fiddlers Ferry Power Station is still pumping water into the canal and will continue to do so on a weekly basis until the decommissioning of the power station is complete. Warrington Council engineers are working on a scheme to reconnect Sankey Brook to the canal at Dallam. The plan will not be a quick fix and will not be in place in the short term, so it is almost certain that the canal will suffer a serious water shortage soon. Part of the scheme is to look at the infrastructure of the canal and to repair the many leaks which only add to the water loss. Overall this will cost a considerable amount of money and time to make it happen, so let's be patient and await the outcome.

Painting of Bewsey Bridges: The painting of the bridges at Bewsey Lodge and Bewsey lock is now complete. However, as our picture *below* shows, it is disappointing that the surrounding fences were not repainted at the same time.





Bewsey Lock Bridge: Recent investigation into the structural integrity of the bridge has found it to be deteriorating and will need to be replaced in the not too distant future. This bridge (*above*) was installed just 12 years ago to replace the original swing bridge, which had been in situ for a far longer period.

Western Link Road Scheme: Survey work was carried out during late September and the whole of October on the highways and on public and private land to inform the detailed design stage and subsequently the planning application process.

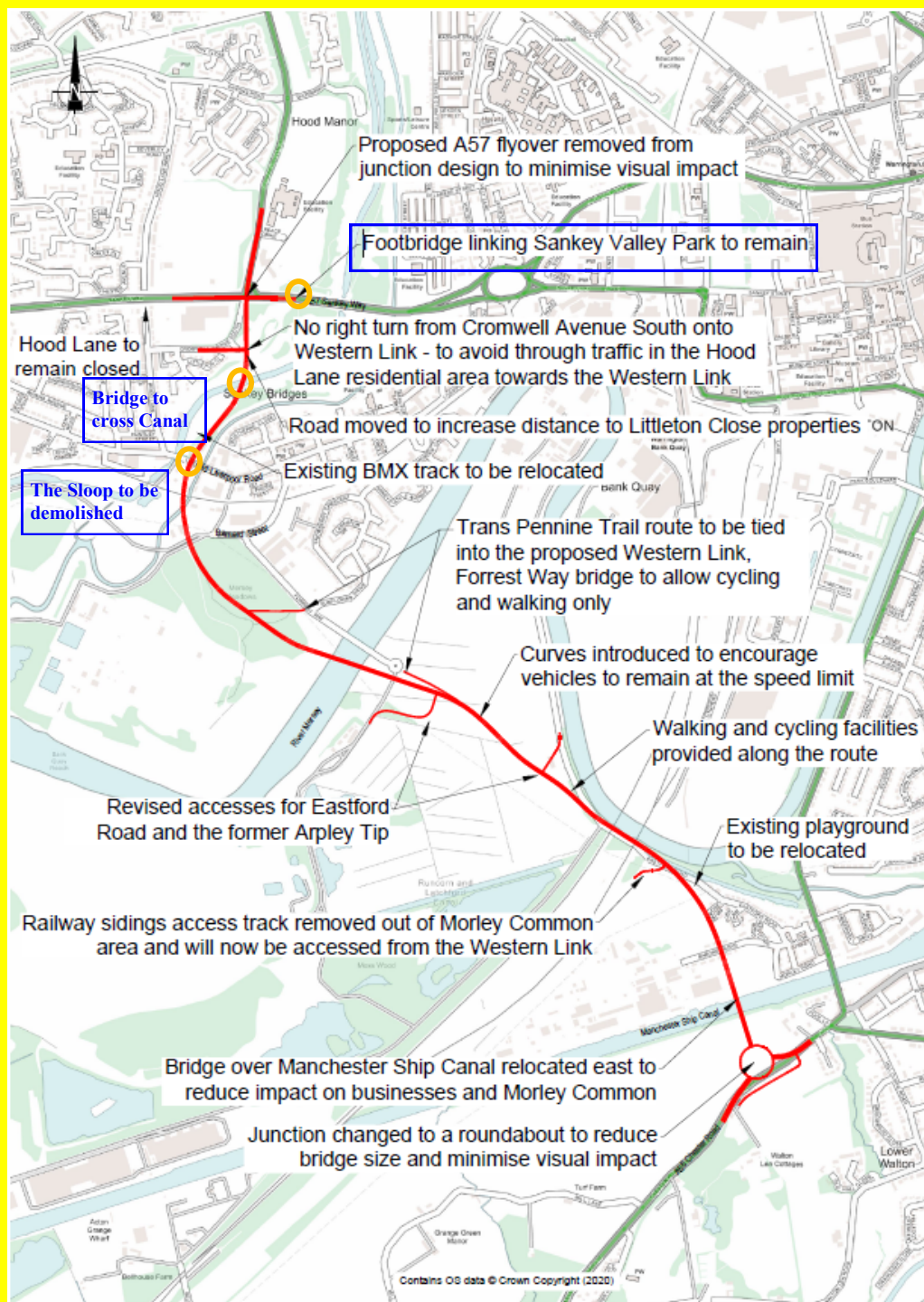
The work to build the £212m link is due to begin in 2023, and to be completed by 2026.

A new public engagement website (warringtonwesternlink.co.uk) has been launched as part of the Public Consultation on the new proposals for the scheme. There is a Feedback Form, a Question and Answer facility, and email and telephone contacts given on the website to make commenting easier. Comments should be received by December 23rd 2020.

The link will begin its impact on the Sankey Canal at Sankey Bridges— the Sloop Inn, where horses for towing the barges on the canal were once stabled, is to be demolished.

Access to the canal and Sankey Valley Park will be maintained. The road will then cross the canal itself on a bridge—it is not yet known whether the bridge will cross at navigable height above the canal. Its visual impact on the canal's surroundings will be considerable.

Since the first plans were announced, two changes have been made in the area. The first, the realignment of the road so that it swings away from housing on Littleton Close, does not appear to be of concern. The second change will make a positive difference: the junction between the northern terminal and the A57 has been changed from a flyover at Sankey Way to a larger four-way signalised junction to reduce the visual impact of the new junction. The signalised junction is proposed to incorporate controlled crossings to allow pedestrians and cyclists to safely negotiate the junction. The construction of the flyover, which would have taken Sankey Way over the Link's junction with Cromwell Avenue/ Sankey Way, would have meant the removal of the footbridge over Sankey Way which provides the pedestrian route beside the Canal along Sankey Valley Park. This will now be retained.



HALTON

VIP Visitors to Spike Island: Spike Island recently had some distinguished visitors who came to look at this wonderful amenity and to promise their support in these trying times.



Spike Island - Old Bridge removed: In mid-September the wooden footbridge on the site of the former St.Helens & Runcorn Gap Railway Swing Bridge was removed in preparation for the installation of a new all-metal working Swing Bridge, which will be installed on the original line of the railway bridge later this year.

Tan House Lane Housing Development: Work has now commenced on ground levelling and the provision of access roads

Tan House Lane Railway Level Crossing: Connected with the above development, safety considerations have led to new gates and traffic lights being installed at the railway (*below*), and the area around the canal swing bridge has been improved.



ST HELENS

Congratulations to Cllr Paul McQuade as he becomes the Mayor of St.Helens: On Tuesday September 29th Cllr Paul McQuade became Mayor of St.Helens. Cllr McQuade sits on our Executive as the representative for St.Helens Council and is also an enthusiastic member of our work parties.



Desilting of Rainford Brook: In mid-October work recommenced on the desilting of Rainford Brook, after the abandonment of work in March due to the Coronavirus pandemic. This work is being done by the Environment Agency on behalf of St.Helens Council. It is hoped the work will alleviate the flooding in College Street and Merton Bank Road which has become a problem in recent years. Once this is finished work will then commence on upgrading the towpath, which is clearly taking a battering from the contractor's plant (*above*). *Below*—the point where the Ravenhead Branch meets the Rainford Brook has become completely silted up.



St.Helens Town Centre Regeneration: St Helens Council has announced that £1 million of Government Funding would be spent on the demolition of the Chalon Way multi-storey car park to kick-start their plans for the canal side development stage of the town centre's regeneration.



Tenders are out for the demolition work, which will take place between February and June of next year. As our photograph shows (*left*) the car park has already closed, and safety fencing has closed off the site.

More about this subject opposite>

The Workers Memorial: Something that unfortunately went unreported on our pages was the installation on Worker's Memorial Day in April 2019, of the Workers Memorial (*below*). It sits almost beside the canal in the Vera Page Park (formerly Lyons Yard) opposite the St.Helens Chamber of Commerce

Constructed of old tools and scrap metal and put together by the Slovakian artist and blacksmith Martin Galbavy at his workshop in Dorset, this is a memorial to all the people who have died at work.

To rectify our neglect of this installation, we will be carrying a fuller item in our next issue.



Chalon Way Car Park to be Demolished

The multi-story car park on Chalon Way has served its useful purpose for many years. But, whilst it is located in a convenient site for shoppers who had only a short distance to cover between shops and car, it can never be called beautiful—even ‘utilitarian’ is a little generous - whilst eye-sore is probably the most-used description of it.

This was made even worse when it served as a base for the boot sale. Each Sunday hoards of people came and went, leaving behind large amounts of unsold items, packing materials and litter of all shapes and sizes. Much of this ended up in the canal on windy days, providing work for SCARS volunteers who filled fill skips (up to eight on one occasion) with the boot sale waste and a multiplicity of supermarket trolleys.

Following lengthy discussion, and public consultation, St Helens MBC has agreed a regeneration plan which will completely rebuild the town centre, and will involve the demolition of the car park, revealing the canal to make a feature of the Hotties area generally.



Long-standing members may recall that many years ago the Society planned to put a barge on the canal at the Hotties.

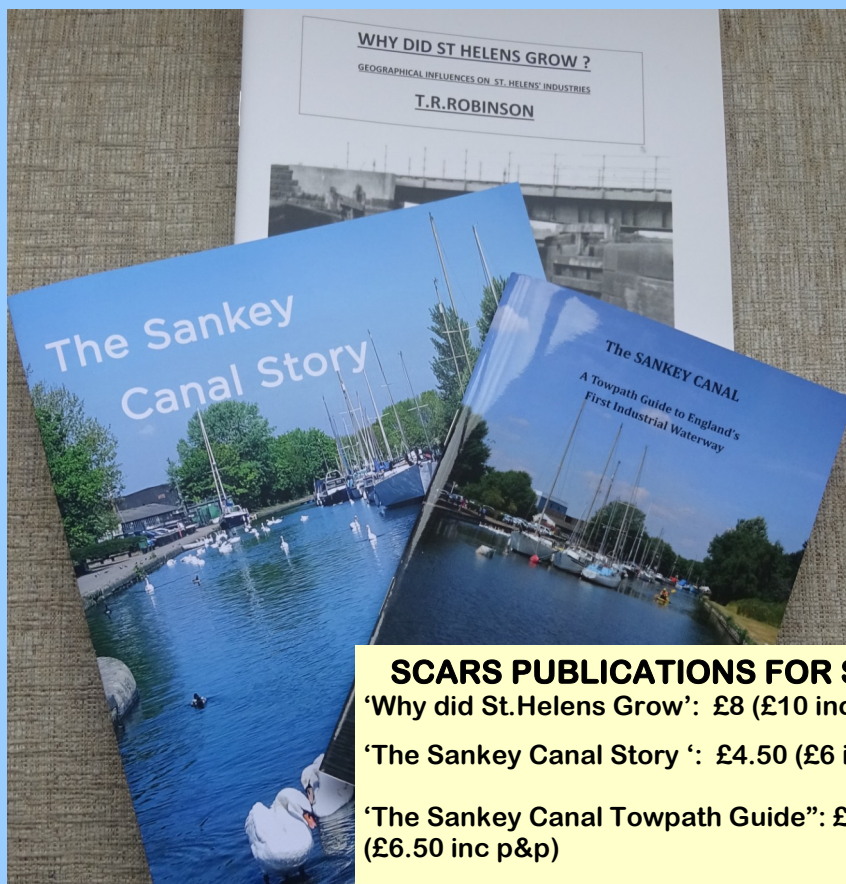
Permission was obtained, and the BARMERE was obtained, brought from its moorings at Stanley Locks, craned out and transported by road to Pilkingtons' City Road yard..

There the company's apprentices helped SCARS' volunteers to make the vessel fit for public use. After

many hours of hard work—cleaning years of grime, paint and oil from the insides, the bottom was re-plated and the hull painted. But then the Hotties area of the canal was sold to Pilkingtons— and permission to moor the Barmere in the town centre was withdrawn, and another mooring had to be found. After a number of moves (*above, at Spike Island*) the barge was converted into a private house boat and now lies on a southern waterway.

As part of the regeneration project, the canal will become a focus for public use, with perhaps some sort of boating facility, so it is regrettable that SCARS' 'fleet' will play no part in it. We held a boat rally (*right*) at the Hotties many years ago, so it is known that it is possible to put small boats in the water.





SCARS PUBLICATIONS FOR SALE

'Why did St.Helens Grow': £8 (£10 inc p&p)

'The Sankey Canal Story ': £4.50 (£6 inc p&p)

**'The Sankey Canal Towpath Guide": £ 4.80
(£6.50 inc p&p)**

**Order from Colin Greenall:
16 Bleak Hill Road, Ecclestone, St.Helens,
WA10 4RW**

WANTED—More Volunteers

Our Work Parties are perhaps our most visible volunteering opportunity—but there are other roles we need volunteers for. Maybe you could help out on our exhibition and sales stand when we attend events around the area from late Spring to early Autumn; or perhaps you have a personal skill, for instance in communications or the media, which you could put to use to help promote the Sankey and our Society—even if it's simply visiting the canal every now and again, taking photographs, and putting them up on our social media sites, or carrying out research into aspects of the canal's history, or of its associated communities or industries. But don't let yourself be limited by my imagination....

To offer your services, choose a contact from page 2 of this magazine.

The early days of the SCARS: 1985-2020

The 10th October of 2020 saw the 35th year of the Society's existence. Covid-19 restrictions meant that it had to pass without ceremony—but we thought we should mark it in some way—hence there will be a few articles in this and future Cuttings about the Society's history and work.

After a number of unsuccessful attempts, a group of interested parties met in 1985 in the centre of St Helens to discuss the setting up of a group whose long term aim was the restoration of the Sankey Canal. Sufficient volunteers came forward to form a committee and SCARS came into being.

The first problem to be encountered was where the committee should meet. This was solved by The Groundwork Trust, whose Director, Dr John Handley, became our first Secretary, making a room available at its Headquarters in Cloughton Street. Groundwork was tasked with the restoration of ex-industrial sites, especially coal mining, of which there were many in the area. Groundwork's support lasted for many years.

Meetings took place in a cramped upper floor room for a number of months whilst plans were discussed and progress was made. These included an identity by which the Society could be known, hence SCARS, the Sankey Canal Restoration Society. As the work of the Groundwork Trust became more extensively known, funding became more readily available and a move was made to larger premises on Shaw Street where the Committee Room became familiar territory for SCARS' committee members.

Even in these early days finding volunteers was difficult owing to the restricted methods of publicity available at the time. However, work parties were organised, regularly supported by a committed group of volunteers. The Society looked around for a suitable site to work on to show that it intended to make serious efforts towards restoration.

The site chosen was the New Double Locks at Pocket Nook. At that time the lower lock chamber was under water whilst the upper chamber was filled with debris from the industries on either bank plus a large amount of used building material. It was later revealed that the latter was the result of the demolition of the lock keeper's house alongside—disposal was easy—into the canal it all went.

So once a month our volunteers turned up with makeshift tools, mostly gardening equipment and, especially useful, metal hooks on long ropes. All manner of debris was hauled out of the lock chamber (right, in 1987) and stock-piled ready for later disposal.

To be continued.....



NEW GUIDE TO THE INDUSTRIAL HERITAGE OF MERSEYSIDE

The Merseyside Industrial Heritage Society (MIHS) first published its gazetteer detailing the industrial heritage of Merseyside in 1974 and over the years it continued to be produced in various forms.

This latest 2020 edition is published in association with the Association for Industrial Archaeology and the Council for British Archaeology.

The new 132 page guide:

- lists more than 330 sites across the Merseyside boroughs of Knowsley, Liverpool, Sefton, St Helens and Wirral
- provides full map references and listing status
- contains more than 140 illustrations, almost all of them newly published in colour
- features 12 specially commissioned maps showing clearly the location of the sites
- incorporates panels on 'Notable Dock Engineers: and 'Railway Pioneers'
- gives comprehensive overviews of the industrial development of the region and of the individual boroughs

The new guide is available
NOW to members of historical
societies at the discounted price
of £8.00, plus £2.00 P&P.

To secure your copy,
send a cheque to:

Renie Verity,
MIHS Treasurer
14, Ardern Lea,
Alvanley,
Frodsham, WA6 9EQ

Or contact her on 01928 724804
or renie11@yahoo.com
for bank transfer details.

A Guide to the Industrial Heritage of **MERSEYSIDE**



Edited by Maurice Handley and Paul Rees

Merseyside Industrial Heritage Society
and the
Association for Industrial Archaeology
2020

Local History Corner

Canal infilling in St Helens

The top photograph shows a mainly cheerful group of men who, according to the caption, were involved in the filling in of the canal in St Helens. Unfortunately, no date is given, but as the only section in the town to have been filled in since 1898 is the section between the present Parr Street and Corporation Street Bridge, the section which today lies beneath the car park and the grounds of Salisbury House—following the demolition of the abattoir which was built over the infilled canal.



This section is shown in the two photographs below, dating from 1963, (kindly supplied by Ellen Busby). The bridges carrying Corporation Street are in the background of the upper image, with the lower one being taken in the opposite direction. The infill material seems to be from demolished houses, and the lack of visible machinery—apart from the

crane used for the installation of drainage pipes seen in the lower image, seems to indicate that the rubble was tipped into the channel, from lorries, and spread out by hand with shovels and wheelbarrows.



It would be interesting if any of the workers could be named, and the location be identified. The advert on the gable end seems to be about pets so may be a good indicator. Any information on either the men (who look rather old for such physical work) or the site would be most welcome.

Earlestown Wagon Works

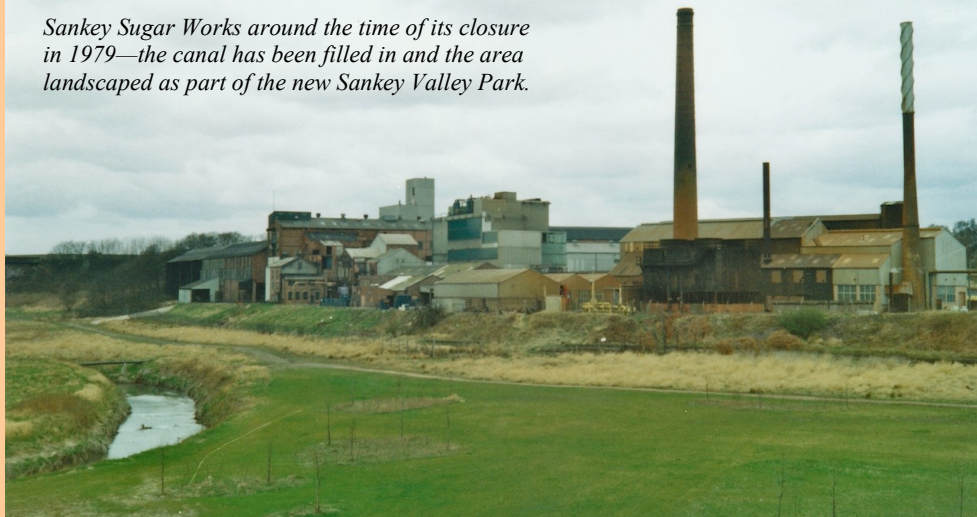
Another delve into the map world is centred this time on Earlestown Wagon Works. It shows the Liverpool—Manchester Railway passing diagonally across to the right from the bottom left corner.

The Sankey Canal enters the map at the left, about halfway down, and its route lies down to the right curving to follow the contour line, accompanied, via a more erratic course, by the Sankey Brook. The canal passes Penkford Bridge with its overflow, a sewage works—long gone, Newton Common Lock—with just its top stones visible, thanks to SCARS and Waterway Recovery Group Work Parties, then continues below the Viaduct, Nine Arches, and on to the Sankey Sugar Works. Beyond lies Bradley Lock.

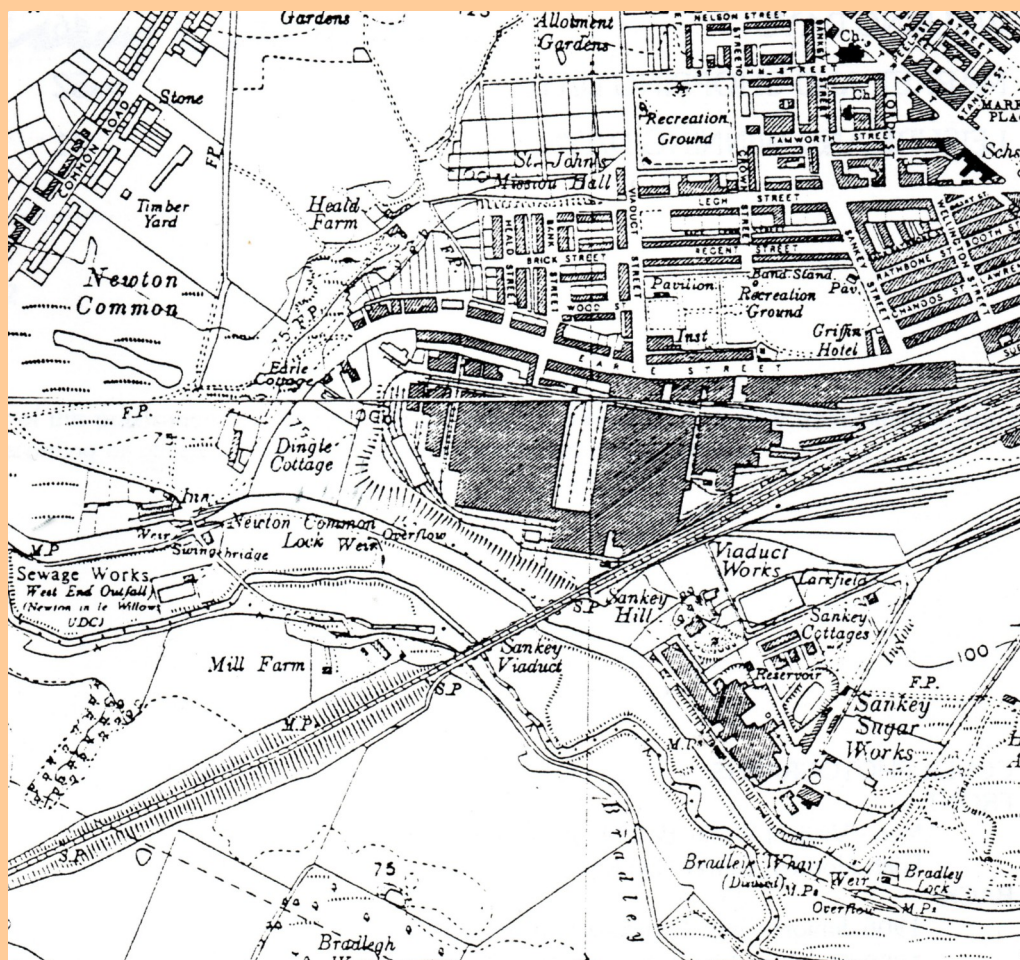
The next landmark is the Viaduct, still intact and now carrying overhead electric pylons, and bearing locomotives and trains weighing far beyond the weights planned for in the 1820s. Next comes the Sankey Sugar Works. Whilst the works received raw sugar for many years via the canal, the map shows that it was served by railway lines as well as by road. Bradley Wharf is labelled as ‘disused’, showing the use of the site is already in decline. Sugar deliveries by canal ceased in 1959, and the works were to close completely in 1979. Today nothing remains of the refinery, and the site is occupied by an aggregate company which is illegally dumping materials onto the filled in canal.

Shortly afterwards we reach Bradley Lock, (sometimes spelled as Bradleigh) which survives to its full depth but minus its bottom gates. Its top gates are still in position, holding back the materials which has filled the canal channel from this point all the way back to Penkford Bridge.

Sankey Sugar Works around the time of its closure in 1979—the canal has been filled in and the area landscaped as part of the new Sankey Valley Park.



In the area between Earle Street, the canal and the L&M Railway is the Wagon Works. In 1852 LNWR's locomotive shops at Crewe were proving to be inadequate, so loco building was transferring to Edge Hill Shops near Liverpool. This created a need for a wagon building and repair shop. The railway company first leased the site of the Viaduct Foundry but then purchased the site ideally situated to take advantage of the railway.



Off to the right of this section of the map, the tracks reach the triangular rail junction at Earlestown., which allowed traffic from the Liverpool and Manchester line to divert southwards to Warrington and all points south and vice versa. There is also a line crossing the centre of the triangular junction and heading north west parallel to Haydock Street, crossing Crow Lane and continuing to Lyme Pit and the other pits in the Haydock area. Of this latter line no trace remains other than the street lay out which has persisted .

Since the Wagon Works employed up to 2000 men, housing had to be provided and the earlier examples can be seen in the multiplicity of terraced housing around the Market Place (*top right*). These form a marked contrast with the houses alongside Common Road (*top left*), built many years after the terraces. The works' management were aware of the needs of its work force and provided leisure facilities such as football, bowling, cricket, athletics, and a special pavilion for pensioners. Religion and education were also catered for by the building of schools and churches.

The town and its Wagon Works continued smoothly for many years, interrupted by two world wars during which the workshops were used for the production of war materials.

Then in the mid 1960s came Dr Richard Beeching. His 'rationalising' of the railway system resulted in the closure of many hundreds of miles of railway lines, leading to a reduction on demand for rolling stock. In addition, all-steel construction of larger wagons meant that the local timber versions were no longer favoured.



The photograph shows the Wagon Works looking to the west. Smoke and steam can be seen rising from the Sugar Works, with the Sankey visible just beyond, running across the top of the picture. The main railway line runs down the right of the picture whilst the sidings give some idea of the capacity needed to maintain the output of new wagons and the repair of damaged ones from all over the LNWR system.

Sadly in 1964 the Wagon Works finally closed and the site was taken over by a variety of companies. These in turn reached the end of their useful lives, and their premises have been demolished and the site is now being turned over to housing.

Sadly one section of the works site has been rented to a construction company which has dumped many tons of debris onto the channel of the canal, forcing the coping stones to be dislodged, making future restoration more difficult than it should have been. The company is at present in dispute with St. Helens MBC regarding the removal of this spoil and the reinstatement of the remaining canal features.

As shown by maps in previous issues of Canal Cuttings, great change has happened through the years, but they all have the Sankey Canal in common. It may have been filled in and obstacles have been built across its course but it still survives, waiting patiently for its restoration.

Membership Subscription



Charity No: 702571

I wish to join SCARS - my subscription is as detailed below.

Individual (at one address)*		Donation**	TOTAL	Gift Aid**
General	Unwaged			YES / NO
£15.00	£10.00			
* Please indicate as appropriate		** Please indicate your wishes		

Name:	Address:	Post code:
Telephone:	Email address:	

The Sankey Canal Restoration Society
Registered Charity 702571

Gift Aid Declaration

Please help us to reclaim a further 25% by ticking the box below

☐

I want to Gift Aid my subscription and/or donation of £_____ and any donations I make in the future or have made in the past 4 years to the Sankey Canal Restoration Society

I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

Please notify SCARS: if you want to change this declaration;
change name or home address; no longer pay sufficient tax

Please forward to:

Mike Harrison - the Treasurer / Membership Secretary
4 Darvel Avenue, Garswood, Ashton-in-Makerfield, WN4 0UA

The Sankey Canal in 1963

Thanks to Ellen Busby for her photographs from her 1963 dissertation on The Growth of St Helens



Above: Pocket Nook Railway Swing Bridge, with Corporation Street bridge in the background, St. Helens station goods yard to the right and the former smelting works to the left

Below: Pocket Nook Swing Bridge in the distant background with Forster's Glass Bottle Works on the left. The large building to the right by the bridge is part of Varley's Foundry.

