

Sankey Canal Restoration Society

CANAL CUTTINGS

VOLUME 9 Number 2
Summer 2019



SCARS Work Party Makes a Difference

The efforts of successive Work Parties over the past year have made a very obvious difference to the look of the canal's terminus length, north of Blackbrook Bridge.

The Visitor Centre on the right now gives access to this very pleasant stretch of canal.

More evidence of the transforming effect of our Work Parties inside this issue.

Sankey Canal Restoration Society

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Founded 1985



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(Councillors from the three Local Authorities which own most of the Canal's line):

Keith Morley (Halton) Steve Parish (Warrington)

Paul McQuade (St. Helens)

The Inland Waterways Association:

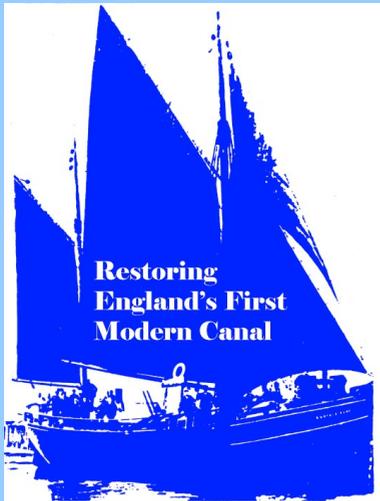
Colin Greenall (Chester & Merseyside Branch)

Sankey Canal Restoration Society

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VOLUME 9 NUMBER 2: Summer 2019

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

Now that the light nights and warmer weather are with us we can look forward to getting out and about along the towpath of the Sankey Canal.

The recent initiative from both the Canal & Rivers Trust (CRT) and the Inland Waterways Association (IWA) is for healthy living and wellbeing—and what better way to do this than to be by water, whether by a canal, river or lake. Water seems to have a soothing effect on the ever-demanding pace of everyday life.

Turning to other business, our recent AGM went well, and Bob Roach our speaker from Halton Heritage gave an excellent presentation about the history of "Crossings the Mersey from Ancient Times to the Present Day".

I'd like to make the point that, following the AGM, the Committee still has some vacancies, and new committee members would be most welcome, so please consider if you could help in any way.

We are now into the events season and our Sales and Promotion Marquee will be attending local shows in the north west, please come along and say hello, or better still if you can spare some time to give a hand, it would be much appreciated.

Our publications are doing well, with reviews in Waterways World, Canal Boat, and Towpath Talk. All our publications are available by post, or from Wardleworths Bookshop in Westfield Street, St.Helens.

Speaking of publications brings me to our quarterly magazine Canal Cuttings. Now that we have settled into producing four issues each year once again, the need for articles is ever-present. We would like to urge more of our Members to write an article for our future issues. As you may have noticed, whilst our emphasis is on the Sankey Canal and other local waterways, we welcome articles on any waterway, railway, or local history subject... or anything which you think would be of interest to our readers. Even if you only have the outlines of a subject—tell us about it and maybe one of our team can help you make it into a full-blown article. Something as basic as an old photo could provide the source material for an article—again canal, railway, road transport and local history subjects would be great.

On Monday 13th May I, along with Cllr Keith Morley from Halton BC, had the privilege of attending the Parliamentarian of the year Award at the Houses of Parliament in London (See separate report). This proved to be a very interesting event ,giving us the opportunity to mix with politicians and members from the IWA and other restoration trusts and societies.

Anyway that's enough of me, so I hope you enjoy this issue of Canal Cuttings, and I hope to meet up with some of you at one of the events we will be attending over the summer months.

Best wishes,
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

Sankey Milestone Mishap

I returned home from holiday in early May to find an email from a committee member stating that vandals had struck at Bradley Lock and that the milestone there had been completely trashed. Alarmed at this news, I made a few enquiries... and soon learned what had really happened:

On Wednesday 1st May, whilst carrying out routine maintenance work near the location of the “7 Mile to Ferry Lock” milestone near Bradley Lock, one of the council employees had the misfortune to reverse his vehicle into the milestone, breaking it off at ground level.

The poor chap has apologised profusely, but in his defence states that his vehicle was blocking the towpath when a group of cyclists appear with a number of young children in their midst. To avoid them having to go too near the water’s edge as they negotiated round the vehicle, he decided to reverse his vehicle out of the way... but unfortunately backed into the milestone—with disastrous effect, as seen below.

St.Helens Council are now in the process of ordering a replacement milestone at their Expense.



The “7 Mile to Ferry Lock” marker was donated to St Helens Council by Dr. Barrie Pennington of the Milestone Society. He also donated the two polished concrete seats which can be seen in the background (*above*).

The picture (*left*) shows the stone being installed on May 25th last year..

Report From Our Work Parties

By Colin Greenall

Spring has brought our team of work party volunteers out in force—returning to the Blackbrook area and Bewsey Lock in March, and moving on to Pocket Nook and Spike Island in April and May.

Sunday 10th March: Blackbrook: Ten volunteers continued work the work started in January

The rain is falling and it does not look good as we assemble to continue pulling more trees from the canal. With the aid of a tirfor five members of the team take to the far bank to work while the rest of the crew take to the towpath side and commence clearing more brambles and young trees and other tasks such as litter picking.





Upper, opposite: The task in hand at Blackbrook—to clear fallen trees from the channel, and to trim or fell other trees on the off-side bank.

Lower, opposite: Aided by a tirlfor winch, branches are pulled from the water course

Above: Branches are lopped, and ivy is cleared on other trees along the bank

Below: Job done!



Wednesday 20th March: Bewsey Lock The mid-week team was reduced to a single soul... but Ian Hornby continued the clearance work around Bewsey Lock undaunted. As you can see from the Before and After pictures below, even just one person can make a big difference to an area to which nature was beginning to take over.



Sunday 14th April: Standish Street, Pocket Nook: Grappling irons out, dredging for rubbish thrown in the canal. Thirteen volunteers got stuck into the task of removing supermarket trolleys, motor bikes, fencing panels, office furniture, road cones, and a lot of other general rubbish.





By dinner time we had filled the skip provided by St.Helens Council, courtesy of Cllr. Paul McQuade, and were debating what to do with the rubbish that was still being pulled out, when, out of the blue, a scrap man appeared (*below*), who was only too willing to take away all the metal content of our labours.



Whilst half of the team concentrated on dredging the canal opposite the Tech Campus the other half went across Standish Street, and cleared countless bags of litter from the area along the towpath up to Corporation Street, and around the entrance to the culvert under Standish Street which we now know to be almost completely blocked.

Sunday 12th May: Spike Island

Five volunteers collected 16 bin bags of litter and other rubbish, from the area between the new Mersey Gateway crossing (right) of the Sankey and the Spike Island cabin. Most of the bags were taken away by a Halton Council waste collection vehicle which just happened to turn up... the rest was left on site to be collected the following day.



At Spike Island we erected the SCARS Sales and Promotion Gazebo. While the work went on, Cllr Keith Morley and Society chairman Colin Greenall (left) spent the day chatting to people who came to enquire what we were doing.

It also gave us the opportunity to get to know some of the members of West Bank Boat Club based on the canal there.

Many thanks to all the volunteers who have shown up this season



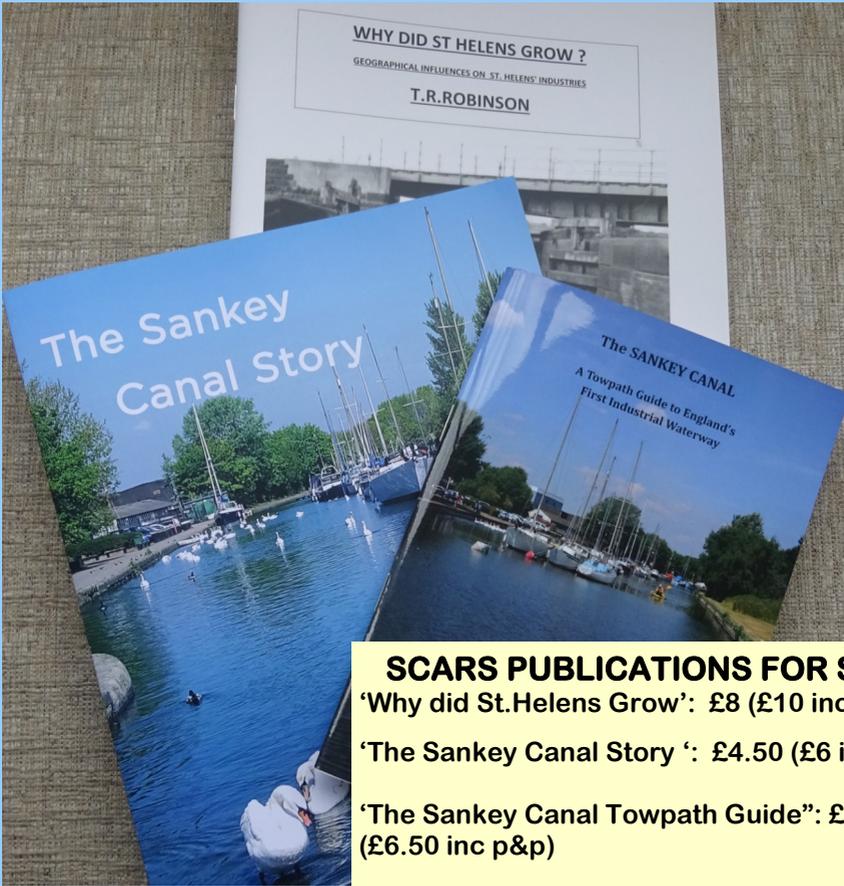
WANTED—Volunteers

These pics of our Work Parties show what just a few volunteers can achieve—with more folk we could do much more.

Why not join in? The work you put in depends on you and what you feel capable of.

If you would like to get a little involved in an informal day in the fresh air and do something to clear up our local environment then contact me on: 01744 600656 or email me at : johnhughes11@virginmedia.com John Hughes





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, Eccleston, St.Helens,
WA10 4RW

WANTED

We are always in need of quality goods and books which we can sell at the various events we visit each year. So please get in touch if you're having a clear-out

Our sales stall is a real help in keeping our restoration projects going.

Contact Colin Greenall on 01744 731746 (evening) if you can help.



Sankey Canal Towpath Guide Review

Below is the excellent book review which appeared in the April issue of Waterways World.

The reviewer, Andrew Denny, unfortunately gave me all the credit for this work which is not the case. The majority of the work on this publication was done by Richard Corner and Peter Keen my role mainly being adviser, proof reader and the author along with Peter Keen of the original Towpath Guide which first appeared in 1991.

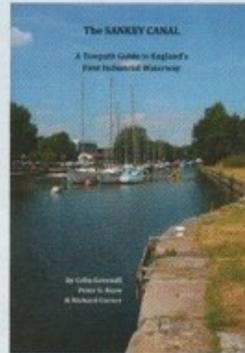
The review is printed below with kind permission of Waterways World. *Colin Greenall*

THE SANKEY CANAL: A TOWPATH GUIDE TO BRITAIN'S FIRST INDUSTRIAL WATERWAY

By **Colin Greenall**

Published by the Sankey Canal
Restoration Society

Price: £6.50, direct from the author.



The Sankey Canal makes fair claim to have kick-started the canal age. Opened in 1757, it was an exercise in industrial subterfuge, being officially an effort to make the modest Sankey Brook navigable, but turning into a completely artificial 15-mile, 11-lock waterway. It remains the only canal that met no opposition in its Parliamentary bill or construction, it kept working up to the 1950s and it bore witness to a remarkable number of world-firsts in industrial history.

Its saving began in 1980, with what became the Sankey Canal Restoration Society. Little has so far been returned to navigation but regular work continues, the route is lovingly protected, and there's a long-term commitment from local councils and the Canal & River Trust (still the owner of most of the route) to restore it.

This is a welcome third edition of a towpath guide of the canal, and the first for almost 20 years. It's been completely updated and refreshed in design. One of its charms is the straight-line diagrammatic maps, a style that was popular with the old waterways guides of the 1960s. It's a perfect system, easy to follow if you are actually walking the route, although you might lose your bearings if you stray far from the towpath.

The print quality is excellent, with thick, glossy paper that should survive raindrops on your walks. It's £6.50 including postage and packaging, and is available from the SCARS chair, Colin Greenall. Tel: 01744 731746, or email colin.greenall@btinternet.com.

ANDREW DENNY

News Round-Up Around the Boroughs

by Colin Greenall

HALTON

On Wednesday 3rd April I received notification from Halton Council that the towpath bridge over the run off channel at Moss Lane Crossing had be replaced and that the Contractor was David Webster and Sons Ltd and the bridge was supplied by Beaver Bridges. The bridge has a 5.5m span and is 3.0 m wide, constructed from steel and has a non-slip surface applied and tubular kerb edging for vehicle safety and visibility.

It replaces the old timber structure (*right*) which had failed, and has a black and white colour scheme to match that of Carterhouse Swing Bridge..

In terms of construction, they were able to use the old abutments with additional reinforced concrete pads to each end and the bridge has been designed to accommodate maintenance vehicles as well as pedestrians and cyclists. There were no modifications to the sluice structure itself.



In addition to replacing the bridge, the council cleared the sluice of all vegetation and their operations team will endeavour to keep this clear in the future, in order that they can monitor the condition of the sluice and the towpath in this location. In so doing they have revealed an important element of the canal's design.



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.

Recognition for the Sankey

Society members will be all too familiar with the many history books about canals and waterways which inaccurately allege that the Bridgewater Canal was the first modern canal in England, and that The Duke of Bridgewater was “The Father of the Canals”. However, the Sankey was operational in 1757, but the Bridgewater was not opened until 1761— a clear time interval.

The Sankey was built as a result of pressure from Liverpool and Cheshire Merchants and industrialists to obtain a more reliable source of coal for their activities than the expensive pack horse trains they were forced to utilise. Once they had their waterway, coal prices dropped, the dividends rolled in, they lost interest. The Duke of Bridgewater, on the other hand, who had the ears of politicians and other powerful people, was not averse to publicising his achievements. Thus the Bridgewater stayed in the public eye, while the name of the Sankey sank into obscurity.

A familiar figure to viewers of the “Coast” series of TV programmes is Nicholas Crane, usually depicted striding along cliff edges or across moorlands, clad in his red anorak with his umbrella handle poking out of his rucksack (*right, pic from the BBC website*). Besides being a well-known TV presenter he is an author, cartographic expert, Mungo Park award winner, and a previous president of the Royal Geographical Society.

In his 2016 book, “The Making of the British Landscape, From the Ice age to the Present” (*Wedenfield & Nicholson*) he attempts to compress thousands of years of change and development into his limited number of pages. He proposes that the two main drivers of landscape change are Climate and Population. Having said that, he could have made do with a few examples and left it at that.

Instead he has investigated social groupings, religion and ritual, inventions, agriculture, finance, industry and transport, not only national but international, weaving them all into a continuum of change. An enormous amount of research has been carried out, and on this occasion it has proved to be efficient research.

In his chapter “Unnatural Geographies, 1725 – 1811” he examines the way in which man has directly altered the landscape, commencing with the impact of water transport. He describes the creation of the Newry Canal in Ireland by Thomas Steers, opened in 1742, “while England looked on”. He then makes reference to the Sankey Brook Navigation and the submission of a commonplace bill to make a river navigable.

Steers’ replacement of Thomas Steers as engineer of Liverpool Docks was Henry Berry, employed as engineer on the new enterprise. The money man was John Ashton, participant in the slave trade, owner of Dungeon Salt Works, a self-titled “merchant and cheesemonger” who was in addition an enthusiastic speculator. He knew there was profit to be made by transporting coal from coalfield to market.

Crane details Berry’s local knowledge, his childhood beside the Sankey Brook, and his experience with hydraulics, obtained under Steers. Berry knew that the brook was too narrow, too variable, and prone to bursting its banks and concluded that the brook would be an “impractical” navigation. Rather than abandon the project, the two colluded in a scheme



to by-pass the Brook and build a ten mile artificial cut, using the brook only as a water supply and overflow.

“The project was carefully concealed from the other proprietors as it was apprehended that so novel an undertaking would have met with their opposition”. In any case the Bill would have been most unlikely to have been passed by Parliament if it was presented as a new fangled “canal”.

So the Liverpool Chronical of November 1757 ran an article announcing that the “‘Sankey Brook Navigation’ was open for the passage of flats to the Haydock and Parr Collieries” The Sankey had ushered in the Canal Age and was to set the pattern for those coming after, including the Bridgewater. If Mr Crane could get it right, why couldn’t the rest of them?

Balsam Bashing

Anyone walking beside most of the waterways in the St.Helens area will have seen the masses of tall pink-flowered plants along the banks. One particular area where they are to be seen is along the Sankey Canal to the south of the Old Double Locks. In fact, as the canal has had $\frac{3}{4}$ of its width filled in, the flowers have spread right across its course.

Whilst the plant may look attractive, it is an invasive species and does a great deal of damage. The red stemmed plant can cause erosion of the canal banks, overgrow the tow paths, lead to flooding, deplete the oxygen content of the water and thus kill off fish stocks.

It grows very quickly so that native wild flowers are crowded out and cannot grow. It has no root stock so that once gone to seed and dead, there is no root system to hold the soil together, opening up the ground to erosion.

Although it is not an overnight fix, there is only one method by which the Balsam can be eradicated. All over the country groups of volunteers assemble for what is popularly know as “Balsam Bashes”. Those taking part identify an area for treatment, and commence pulling up the plants— which can be done quite easily. The base of each stem is then snapped off, and they are piled up beside the waterway and stamped down to prevent future growth. This may not cure the problem however, since they may reappear the following year and will need a further stamping session.

The Inland Waterways Association is encouraging groups or families (children are most enthusiastic) to help by pulling, snapping and stamping the Balsam wherever it occurs in their neighbourhoods. If enough volunteers came forward, a ten minute session can make a considerable difference. IWA will supply an activity pack for anyone who would like to participate, details available at waterways.org.uk/himalayanbalsam.

May sees the beginning of the growing season so early action is the best way ahead. Next time you and the family go for a walk look out for the pink flowers and take appropriate action.

The above information is based upon an item in IWA’s Waterways Magazine entitled “Pull, Snap.Stomp”.



IWA PARLIAMENTARIAN OF THE YEAR AWARD

On May 14th, at a reception held on the terrace at The Houses of Parliament, 45 MPs and five members of the House of Lords, along with representatives from over 30 waterways restoration societies joined members of The Inland Waterways Association (IWA) and other supporters to celebrate the IWA Parliamentarian of the Year.

The warm welcome from our host Lord German was followed by a presentation from Ros Kerslake OBE, Chief Executive of the National Lottery Heritage Fund (NLHF) who highlighted the significant funding that has already been granted to canal restorations in the UK, but also gave an assurance that the fund is keen to support the waterways in the future.

IWA Trustee, Mike Palmer then introduced the Waterways in Progress report and stressed the importance of the two-way relationship between restoration societies and their MPs. He then announced the launch of IWA's new £100,000 Waterways in Progress Grant, which is being funded through IWA legacies.

It was then time to announce the IWA 'Parliamentarian of the Year'. IWA Chairman, Ivor Caplan acknowledged all the parliamentarians who have supported IWA throughout the year, before introducing the shortlist of nominees for the award, which included John Bercow, MP for Buckingham, the PM, Theresa May, MP for Maidenhead, and MPs Robert Buckland (South Swindon) Lee Rowley (NE Derbyshire), and Pat McFadden (Wolverhampton SE), who were all commended for their high level of support for the waterways within their constituencies.

Ivor then announced that Andrew Bridgen, MP for NW Leicestershire, was the winner of the IWA Parliamentarian of the Year 2019 award.

Mr Bridgen was particularly praised for his work with HS2 and limiting its impact on the Ashby Canal.

Commenting on the event, Ivor Caplan said: "This was a new format for our Parliamentarian of the Year event and offered attendees a welcome opportunity to network. Having so many MPs in attendance is further proof that support for our waterways is on the rise. Reports such as Waterways in Progress help to emphasise the many benefits that a waterway can bring to an area, and hearing from Ros Kerslake that the NLHF is a firm believer in canal restoration is certainly heart-warming. Now is an exciting time for the UK's waterways."

He added: "Andrew Bridgen is a very worthy winner of this year's IWA Parliamentarian of the Year award. He has supported both the Ashby Canal Trust and the Ashby Canal Association in what would have otherwise been very difficult circumstances. He has worked with the District and County Councils to help resolve progress issues and has also been instrumental in securing funding for the project. We are seeing more MPs getting involved in waterways restorations and really appreciate all the help and support they provide."

This is the tenth year that the IWA Parliamentarian of the Year award has been given to a Member of Parliament who has shown unwavering support for the waterways.



Archive Report

Our intrepid archive researcher, Judith Hogg, has come up with a little gem. The article she describes below features proposed works at Sankey Bridges, which were intended to remove a 'dangerous bottleneck' on Liverpool Road, the main road between Liverpool and Manchester via Warrington.

Sankey Bridges Road Widening: Warrington Guardian: 15th June 1912

It is apparent from the article that the narrowness of the existing swing bridge created a problem accommodating the traffic of the time, and that Warrington Town Council had previously approached Lancashire County Council to request a widening programme, but without success. The road nearer the town was sixty feet in width, and the proposals were to standardise this width as far as the canal bridge. At the bridge the road would be narrowed to forty five feet to lead onto a proposed new canal bridge.

The bridge is described as weak and dangerous and, following the completion of the widening project, it was intended that it should be replaced by a bascule bridge, forty feet wide, which would be safer and much faster to operate than the old swing bridge. The Town Council was in negotiation with the North West Railway Company (who owned the canal) for assistance in the bridge building.

Having failed to persuade the County Council to take on the whole cost of the widening project, the Corporation agreed to go ahead with the work on a shared-cost basis. The price of the widening was to be about £1,700, without the land, and a further £1,100 would probably cover the land and other charges.

The photograph shown is of poor quality but certain features can still be recognised. The view is towards the west with the properties on the north side of the road being demolished and cleared. The tall telegraph pole marks the side of the canal bridge (the canal runs between the telegraph pole and the buildings shown at the back of the photograph) whilst Liverpool Road veers to the left at its junction with Hood Lane, coming in from the right. The shadows cast across the road from the left are from the properties alongside the Sloop Inn, at that time still used by the skippers and crews of the passing Mersey Flats.



Local History Corner

The Theatre Royal—Part 2

In 2009 Enid Pennington produced a detailed history of the Theatre Royal in St Helens. The item which follows is based upon this material, and has been submitted as a topic of local interest by Committee member Dave Callan

From 1902 to the present day, apart from a period of eight years in the late 50s and early 60s, the Royal's doors have never closed. Through the 20s and into the 30s it remained the hub of entertainment in St Helens, despite the advent of the first silent films, then the talkies and the Hollywood Dream Factory which swept all before it in its time.

Most artists who later became world famous stars on stage, radio, film and television found the Royal a rigorous training ground on which to build up their experience. The young Gracie Fields was a regular on the bill. She used the Royal as a "testing ground" for new songs on occasions—

Walter, My Blue Heaven, As long as he needs me, were "premiered" there, for St Helens audiences were discerning. If they liked something, it was good for anywhere. Equally, if they did not like something you were left in no doubt.

The old bills for the Royal read like some theatrical role of honour. Besides Gracie Fields there was George Robey, George Formby, (he once appeared at the Palace, much to the Royal's consternation) Robb Wilton, Frank E. Franks, Issy Bonn, Albert Modley, Jimmy O'Dea, Sandy Powell, Hilda Baker and, down near the bottom rung of one bill, Sid Field, then on the first rung of the show business ladder.

There was straight theatre too, anything from Shakespeare to Shaw. The then unknown Wendy Hillier played Sally Hardcastle in Walter Greenwood's *Love on the Dole*.

In the 30s especially, Grand Opera was the thing. An evening with *Figaro* cost threepence for the balcony, two and six if you wanted the comparative splendour of a box seat. At that time, Opera was perhaps the only thing which could draw bigger audiences than even Gracie Fields -- But it was only marginal.

The early post-war years brought the first signs of the hard times to come for the Royal. It was the beginning of a new, harsher era. New forms of entertainment were arriving. Audiences were ever more demanding. A tragedy on the night of 5th July was perhaps an augury. That evening, just after the start of the show, part of the theatre's roof collapsed, killing two patrons. From the early 50s the slide continued, becoming increasingly pronounced as television began to expand rapidly. The Royal, in common with so many other theatres, played to an ever dwindling clientele. The good days had gone forever, many thought.

Understandably, perhaps inevitably, the battle to fill the empty seats ushered in a brief and ill-considered flirtation with theatrical gimmickry. A pantomime on ice attracted the curious for a while, but this mild extravaganza was, by consensus, a flop. Possibly the Royal's greatest ignominy was all-in wrestling, but even the grunt and groan brigade failed to revive the theatre's fortunes.

Dilapidated and neglected, the theatre was closed in 1957 --- although in the aftermath of the Hungarian uprising, a special one-night charity show was staged in aid of refugees.

(To be continued)

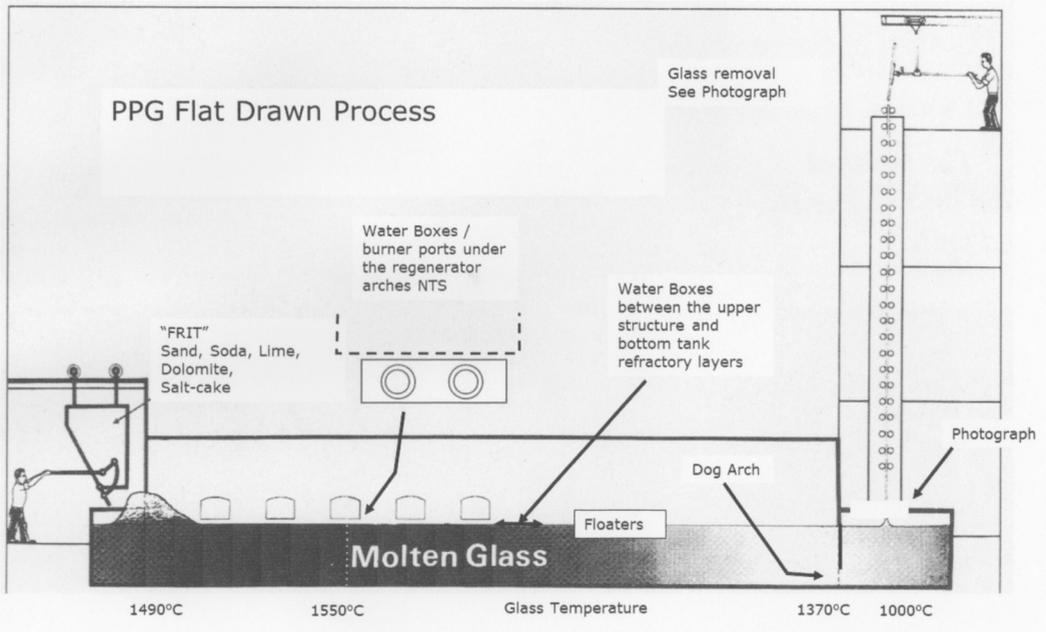
The “Hotties”, why the hot water?

In the last issue of Cuttings, our Chairman, Colin Greenall wrote about ‘The Hotties’, and the warm water in which tropical fish flourished. Our Treasurer, **Mike Harrison**, a former employee of Pilkingtons, explains below why the Hotties existed in the first place.

I joined Pilkington’s Sheet Works in 1959 when flat-drawn glass was still going strong. My recollections of the process, with particular attention to the water-cooling systems required for the mechanical safety of the glass tanks and for the control of the glass as it leaves the draw, are limited. So, any comments / corrections, would be most welcome! Two production tanks (No 4 & No 6), each with 6 PPG (Pittsburgh Plate Glass) machines operating at c2m per minute and a development Tank (No 20) with one machine, were operating.

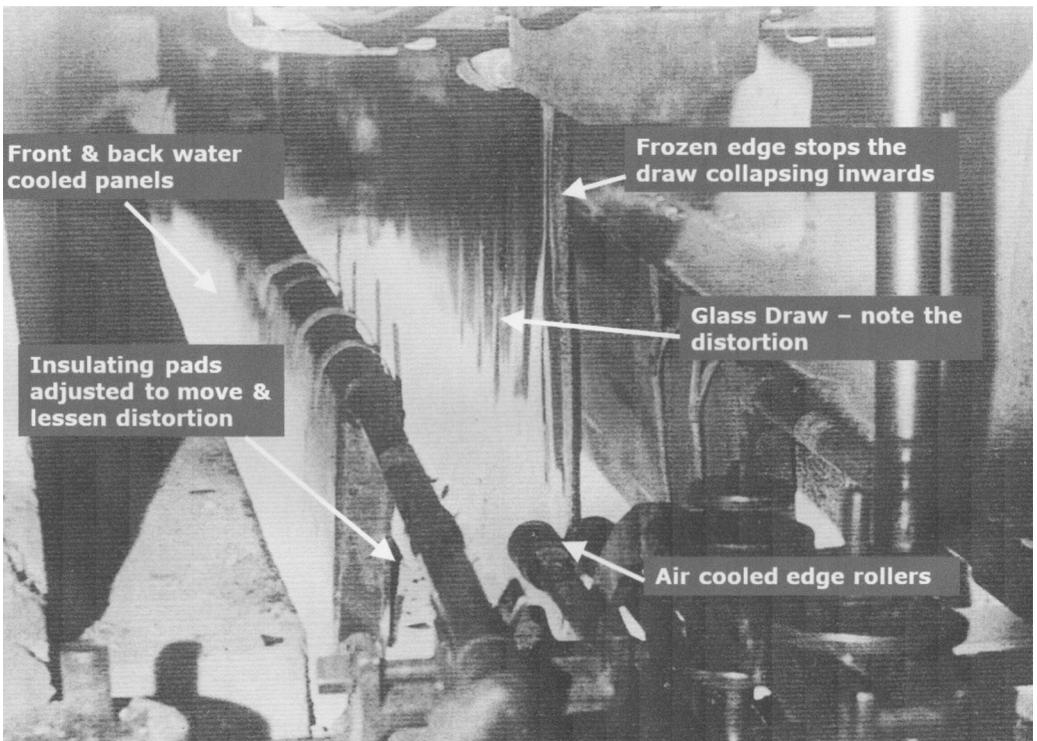
The glass production process follows the diagram below, with the oil burners flaming across the tank and heating up the exhaust regenerators on the opposite side. Every 20 minutes there would be “change-over”, when the hot regenerators heat up the incoming combustion air, hence efficient thermal recovery.

Each tank is fitted with numerous water boxes for cooling mechanical equipment and the refractory support steelwork. For instance, around the frit entry area and under the regenerator arches, where the oil burners are positioned.



The frit first melts at c1490oC and gradually the glass flow towards the hottest part of the tank at c1550oC. The floaters prohibit the onward flow of un-melted constituents. Each production machine has its own “Dog arch” and glass canal.

The photograph over the page highlights the main features of each production machine.



In order to start the draw and progress the glass sheet into the vertical annealing tower, a large expanded metal “bait” is lowered into the glass pool. On lifting, it carries a sheet of glass up, out of the pool and into the tower.

Imagine trying to lift a sheet of golden syrup from a saucer using a knife. All that would happen is that the edges of the syrup will run to the centre, coalesce and drip back into the saucer. Here, air-cooled side rollers freeze the glass edges to stop this happening.

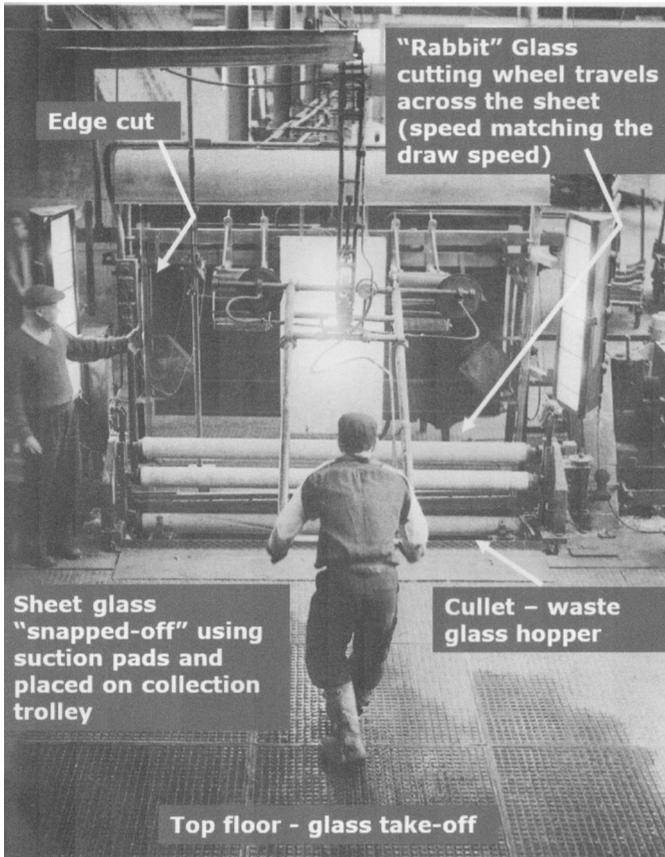
To avoid unwanted surface blemishes, the glass sheet must now be cooled before its two surfaces touch the first rollers in the annealing tower. This is achieved using water cooled panels placed to look at both surfaces of the sheet. These cool the glass, the heat passing to the panels by radiation.

Asbestos insulating pads hang in-front of both cooler panels. Operators place them opposite lines of distortion that are caused by marginal thickness changes in the draw. The pads reduce the cooling in these positions, allowing the glass to remain hotter and thin as the draw proceeds. An experienced operator can, over time, manoeuvre the pads so that the distortion is moved to the outer edge of the sheet.

The cooling panels also act to lessen the flow of hot gasses up and into the annealing tower. The tower has ventilation flaps set to allow the sheet to cool evenly across its width, thus reducing potential stresses that cause fracture.

There is no water-cooling at the top of the tower. This picture is self-explanatory and is shown for completeness.

As far as I can remember, the cooling water is taken from the canal. As we all know, it was most certainly discharged into the canal. Here spray nozzles produce fine droplets that can evaporate easily and cool before they fall into the water.



Like a lot of our industrial history, the "Hotties" have disappeared, and have been replaced by in-house, bespoke, closed circuit cooling systems – c'est-la-vie.

P.S.

Do you remember the tropical fish in the canal? My desk in the "Umbroc" building used to be where Safeways till No 16 used to be. We had a glass battery box from Ravenhead Works mounted on the office radiator full of Guppies caught in the warmed-up canal, all survived for quite a long time!!!! Happy memories.

Mike Harrison

List of Events for 2019

Below is a list of events that the Society Sales and Promotions Marque will be attending during the summer. If anyone who like to spend some time helping at any of them please get in touch.

Sunday 23rd June

Lymm Transport Rally,

Saturday 6th July

Penketh Carnival

Saturday 27th & Sunday 28th July

Runcorn Hill Summer Fete

Saturday 3rd August

Newton Town Show,

Date not known yet. Rural Craft Display, Victoria Park, St.Helens

Saturday 7th September

SCARS Guided Walk

Sunday 8th September

SCARS HERITAGE OPEN DAY at Blackbrook Visitor Centre

Saturday 21st & Sunday 22nd September

Daniel Adamson Restoration Resource, Albert Dock, Liverpool,

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

“CUTTINGS” REAR VIEW: Part 2

Our new rear cover photographic feature comes courtesy of AirCam Services of St Helens, and will feature the Sankey as seen from their drone-mounted cameras.



The upper chamber of the New Double Locks from the South (*above*)
Engine or Haydock Lock from the South (*below*)

