

Sankey Canal Restoration Society

CANAL CUTTINGS

VOLUME 10 Number 2
Summer 2022



In April Warrington Council announced that the flow of water being pumped from lagoons at the closed Fiddlers Ferry Power Station would have to stop. The alarming angles of the masts of some of the yachts at Spike Island clearly show the effect of the low water levels which resulted from this.

Sankey Canal Restoration Society

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Founded 1985



**INLAND
WATERWAYS
ASSOCIATION**

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Steve Parish and Janet Henshaw (Warrington)

Paul McQuade (St. Helens)

Kevan Wainwright (Halton)

The Inland Waterways Association:

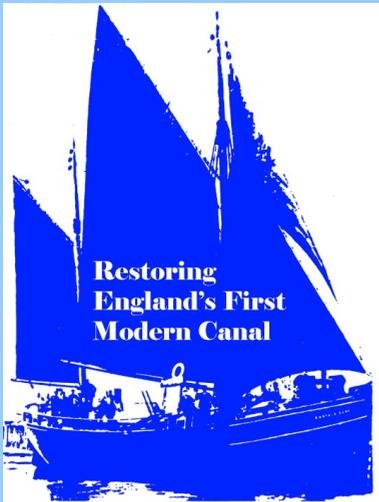
Colin Greenall (Chester & Merseyside Branch)

Sankey Canal Restoration Society

CANAL CUTTINGS

VOLUME 10 NUMBER 2: Summer 2022

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

Welcome to another issue of Canal Cuttings, I hope this edition reaches you all in good health and looking forward to the summer months ahead.

First, I'd like to welcome two new addition to our Committee, Cllr Janet Henshaw joins us has an observer for Warrington Council which now means we have two points of contact in the area, and secondly to Jamie Highton, who has been a members for over twenty years and first began volunteering on work parties when he was a teenager. He now feels it's time to help out in other ways as a committee members.

Moving on to more recent concerns, we have the on-going matter of the water supply at the southern end of the canal, with its impacts on wildlife in the canal and surrounding areas.

The threat of what will happen when Network Rail upgrades and electrifies the Liverpool to Warrington Low Level Line which borders the southern end of the canal past Fiddlers Ferry marina is now here. The route is planned to link up with HS2 near Manchester.

.In March I had the pleasure of conducting the High Sherriff of Merseyside on a visit to the canal along with the Chairman of the Sankey Canal Partnership, Lady Kirsty Pilkington. They came to show their appreciation of what SCARS do, and to add their support to our concerns about the possible low-level crossing of the canal at Sankey Bridges by the new rail initiative. I'm pleased to say that with the expertise of Groundwork and the cooperation of St. Helens Council, work to clear the unwanted trees and vegetation that have been spoiling the view of the wonderful Sankey Viaduct have now come to fruition. Once again, we can admire this Grade One Listed structure that has stood the test of time since 1829. Proposals to gain World Heritage Status for this site are detailed below. St Helens Council are fully supportive of the bid.

It is also pleasing that our work parties are getting back to normal, with assistance being given to the contractor by our volunteers at Sankey Viaduct, and in the follow weeks when assistance was given the Prince's Trusts Group and a schools' wildflower planting day.

This year we held the AGM at the Black Bull in St Helens and, although it attracted little support, I am pleased to say that every member of the committee agreed to stay in their roles for a further twelve months.

With regards to membership matters, it seems there is a growing trend with all kinds of groups and societies for people to be reluctant to spend their hard-earned money on becoming involved with such groups on a personal level—with the added fact that any information they are looking for is available via social media.

Anyway, let's not be too gloomy, and look forward to a summer full of promise—starting with our being able to get out and about once again with our Exhibition and Sales Stall. The Events we are booked in for are: The IWA Chester Boat Rally at Tower Wharf in the city, on July 30th and 31st; and the Newton Town Show in Mesnes Park, Newton-le-Willows, on Saturday 6th August. We are hoping for fine weather and bumper attendances—not least because we have such a large amount of stock accumulated during the lockdown years! Why not come along and support us and, in the case of the IWA Rally, learn a bit more about the country's extensive canal system, and the efforts of other Restoration Societies to add to its mileage through bringing disused lengths back to life?

If you would like to help the society in any way, feel free to contact any committee member via contact details on page two.

Best wishes,

Colin Greenall

Visit of the High Sherriff of Merseyside

On Tuesday 8th March our Chairman had the pleasure of taking the High Sherriff of Merseyside, Nigel Lanceley, his wife, Libby, and Lady Kirsty Pilkington on a fact-finding visit to the site of the low-level crossing of the Sankey Canal at Sankey Bridges. His report of the day follows:

At precisely 3.00pm Lady Kirsty Pilkington and the High Sheriff of Merseyside, Nigel Lanceley, and his wife, Libby, arrived at our baker's shop where I served them tea and cakes to eat whilst I gave them an introductory presentation on my laptop detailing the work of SCARS. Following this we proceeded by car to Sankey Bridges in Warrington to have a closer look at the site of the proposed low-level railway crossing on the site of a former railway swing bridge over the Sankey Canal. We also took the opportunity to look at the old swing bridge which was soon to be removed because of its deteriorating condition and health and safety issues. Nigel was positive about our plans and said he would do all he could to help with our concerns.



Lady Kirsty Pilkington (*right*) with Nigel Lanceley and his wife Libby, standing by the overflow weir at Sankey Bridges with the low-level railway crossing in the background

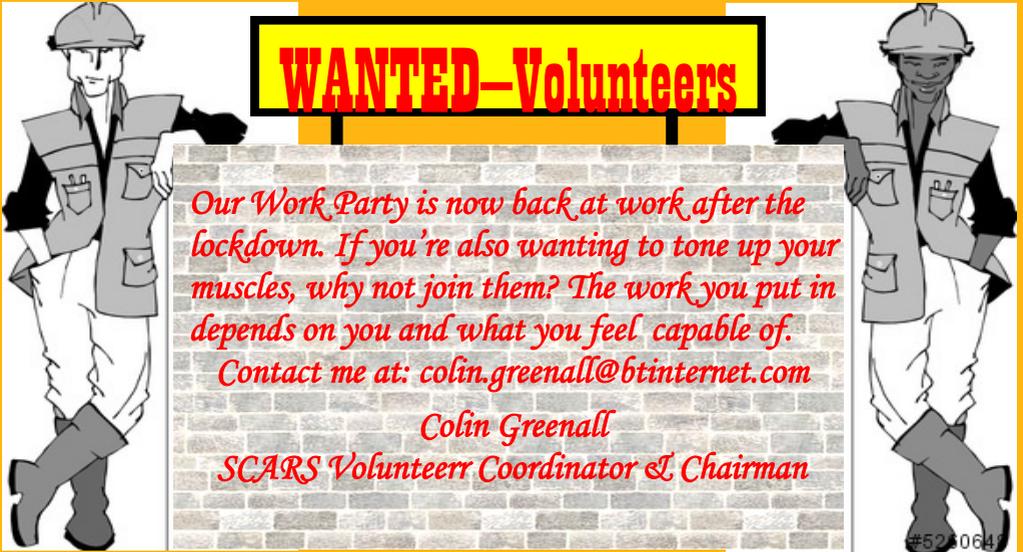
Our Work Parties

Our Work Parties are now back on the job. Reports of their recent activities will be found among the items reported in the St Helens section of the News Round-Up beginning on page 10 below.

Work Parties are organised at the weekends—and mid-week if volunteers request it. All tools are provided (but you can bring your own if you wish).

Dates and venues may be found on our social media platforms (see panel below)

How to volunteer:



WANTED - Volunteers

Our Work Party is now back at 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 at: colin.greenall@btinternet.com

Colin Greenall
SCARS Volunteerr Coordinator & Chairman

#525064

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

SECOND BLUE HERITAGE PLAQUE FOR HENRY BERRY

On Tuesday 12th April 2022 at the United Reform Church in Ormskirk Street, St Helens Town Centre, the Lady Mayor of St Helens, Cllr Sue Murphy performed the unveiling ceremony for the English Heritage Blue Plaque to commemorate the life of Henry Berry the surveyor and builder of the Sankey Canal.

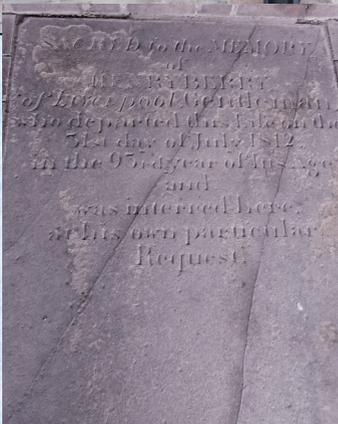


Despite the torrential rain the many members of the church congregation turned out to witness the occasion . Afterward everyone retired to the church hall for tea, coffee, and biscuits and to chat to the Mayor and Mayoress as well as catching up with old friends The Plaque had been sponsored by Dr. Barrie Pennington who is a SCARS member and local historian with many interests in his home town of St. Helens



Left: Before the unveiling, the party poses over Berry's gravestone, with the plaque on the wall immediately behind it. There are plans to gild the lettering on the stone to enhance the memory of a great servant of the town.

The gravestone, with a transcription of the inscription, is below.



SACRED to the MEMORY
of
HENRY BERRY
of Liverpool, GENTLEMAN,
who departed this Life on the
31st day of July 1812,
in the 93rd year of his Age
and
was interred here
at his own particular
Request.

**What do you know about the trades,
the people, and the industry
along the waterways of Halton?**



**Phoenix Amateur Photographers, in partnership with
the Sankey Canal Restoration Society in a project to
produce a chronicled documentary about Halton's
waterways.**

**If you have ever lived or worked around these water-
ways, or have any knowledge to share, and/ or you
want to become part of the team, please contact:**

Barrie Davidson on 07776391196

Or email baznox45@gmail.com



News Round-Up Around the Boroughs

by Colin Greenall

HALTON



Water Supply Problems at Spike Island: In the middle of March, Warrington BC announced that the supply of water it had been providing from one of the power station lagoons had been turned off and would not be resuming, leaving the canal to face the consequences. Now the water levels (*as shown above*) are at a critical state with boats resting on the bottom, and the wild life beginning to suffer. Plans are being made to remove the fish stocks. Halton BC, say they are still committed to restoring the canal in Halton, and are looking at making good some of the canal infrastructure whilst the water levels are low.

ST HELENS

Second Blue Plaque for Henry Berry: As reported above on page 7, Henry Berry's vital contribution to the growth of St Helens in the eighteenth century has been further marked by the erection of a second plaque in his honour (the other is on the World of Glass building—see CUTTINGS 9.12). Our picture shows the Mayor, Cllr Sue Murphy just before the unveiling at town's United Reform Church—the successor church to the 1710 Congregational Church. The plaque has been placed above Berry's gravestone, which was removed during the 1970s redevelopment to the new building on the detached section of Ormskirk Street at the King Street/ Duke Street end of the roundabout at The Landings.





Sankey Viaduct Clearance At the beginning of March, Groundwork employed a contractor to clear trees and unwanted vegetation from both sides of Sankey Viaduct to open the view of this Grade One listed structure. Once the contractor had finished, volunteers from SCARS' Work Party moved on site to tidy up the area.

During the early part of this project there was a suspect bomb scare when a member of the public out walking his dog found what he thought was an unexplored bomb, this turned out to be an old, discarded fire extinguisher!



The two Red Plaques for Sankey Viaduct were back in the news on April 19th when Lady Judith McAlpine came to officially unveil the plaque alongside the Mayor of St. Helens Cllr Sue Murphy. The mayor also presented Lady McAlpine with an especially made one-off reproduction of the Red Plaque made in glass at the World of Glass.

Lady McAlpine is the Chair/ President of The National Transport Trust—a role for which her family's involvement in many great railway projects in Britain makes her eminently qualified. The Trust erects red plaques to commemorate Britain's great transport heritage sites—two at one place is very unusual.

Others present at the ceremony were Conor McGinn MP, Cllr Seve Gomez-Aspron, Deputy Leader of the Council, and Dr Barrie Pennington, SCARS member and local historian.

Further information and images appeared in the last issue of CUTTINGS.



Local school group, plant wildflowers near Sankey Viaduct: Following the clean-up of the area in front of the Sankey Viaduct in March, a group of children from a local school took part in a project to plant some wildflower seeds in Sankey Valley. The weather turned out wet, but this did not dampen the spirits of these willing youngsters, who got stuck in and cleared an area of waste ground of weeds before spreading the wildflower mix of seeds. The project was organized by Cllr. Terry McGuire, and members of Groundwork and SCARS' Work Party volunteers aided with advice and equipment.

Council supports bid for UNESCO Heritage Status for the Sankey Viaduct:

St. Helens Council have confirmed that they fully support the proposal to seek World Heritage Status for the section of the Liverpool to Manchester Railway Line that crosses the Sankey Viaduct and the landscape beneath the structure.

The unveiling of the two red Transport Heritage plaques on the viaduct marked the beginning of an official bid to gain UNESCO recognition for the Viaduct and the site of the Sankey Canal beneath it. Both modes of transport are celebrated in particular for their significance in stimulating and promoting the growth of Liverpool in successive centuries.

The bid is being led by John Tabern, chair of the £25m St Helens Town Deal Board, and Dr Barrie Pennington, SCARS member and local historian. The Leader of the Council, Cllr David Baines, has written to them to confirm the Council's support for their bid.

Dr Pennington has already been active in three successful British bids to UNESCO—the Pontcysyllte Aqueduct on the Llangollen Canal, the Blaenavon Ironworks in the Welsh Valleys, and Ironbridge Gorge in Shropshire. He acknowledges such bids take time—up to ten years. A steering group will be formed to take the bid forward.

In the meantime, we wonder whether getting the section of the Sankey which runs under the viaduct back in water might help the bid....



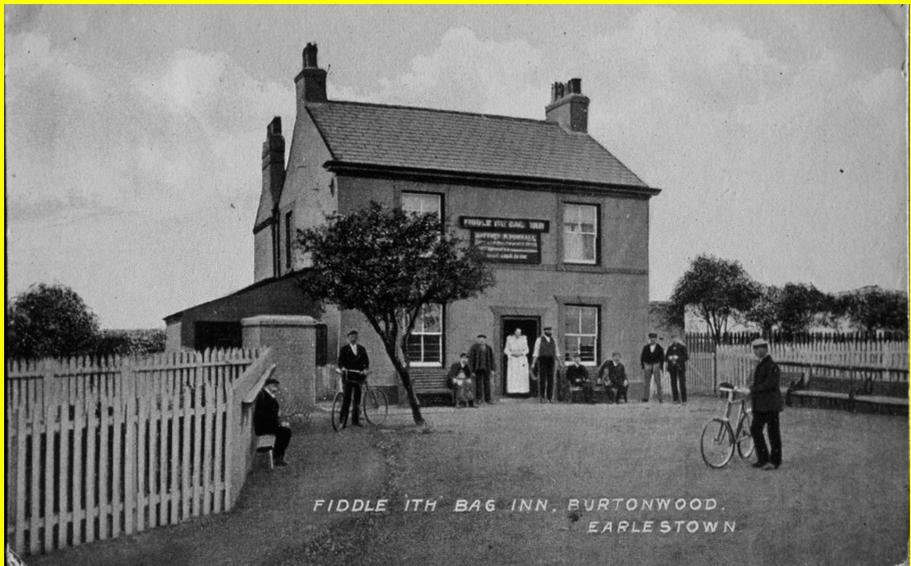
Prince's Trust Volunteers from St. Helens College came to help with some cleanup work around the visitor centre at Blackbrook as well as carrying out some vegetation clearance along the canal side. Meanwhile...*(below)*...

St. Helens Rotary Canal organized a Clean-up at Standish Street. This well-attended event saw about a dozen volunteers doing a giant litter pick on the section of canal between Standish Street and Corporation Street Bridge when over twenty bags of litter were collected.





SCARS Exhibition Boards at North West Road Transport Museum in St. Helens: On a recent visit to the Museum of Road Transport I saw our Sankey Canal Story Exhibition Boards on display on one the wall of their large exhibit rooms. They looked really impressive amongst all the articles of various forms of transport through the years. Previously in The World of Glass, they were moved to the Transport Museum on Hall Street last year, and it is good to see them so prominently displayed again.



Fiddle I' th Bag to reopen: A pub company called Trust Inns have made an application to reopen the cherished drinking spot “The Fiddle i’th’ Bag” in Burtonwood. This popular village pub has been closed for several years and suffered fire damage in March 2020.

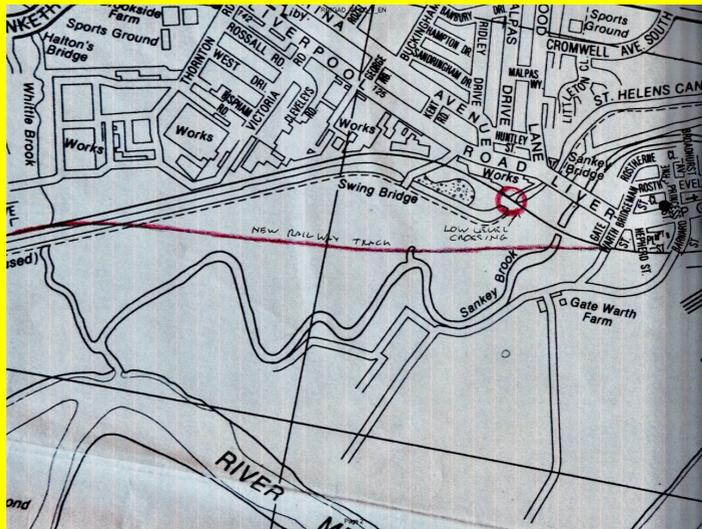
WARRINGTON



Repairs to Fiddlers Ferry Lock: Work continues Fiddlers Ferry Lock with the installation of new stop plant groves and repairs to the top cill.

Water Supply up-date: On the left of the lock chamber (*above*) can be seen a new compound which has been built to house a pump to supply water to the marina. This Supply, and the water which enters the canal from Callens Brook near Bewsey Lock, are helping to keep the Warrington section full, but unfortunately this is not enough to keep the canal in water at the Widnes end of the canal. Warrington Council say they are working towards reinstating a sustainable water supply, but at present are not telling us what those plans are.

HS2 threat: SCARS has been sending out letters of concern to local MPs and the CEOs of the local councils and the Metro Mayor of Liverpool City Region, CRT, and the Department for Transport. We have received some much-appreciated comment and reassurance that all our concerns will be taken into consideration as and when the plans for the new link to HS2 are formalised, but at present it is too early for them to give us any definite information.



We have put forward our solution—a diversion to avoid the area altogether.



Swing Bridge removal: At the beginning of April, Warrington Council removed the swing bridge at Sankey Bridges, this bridge had been the site of many SCARS work parties over the past thirty years. We had endeavoured to keep the bridge looking tidy and in reasonable condition, however the ravages of time had taken its toll on the iron girders below the deck and the council deem it to be a health and safety hazard, so it had to go.

Above: Preparations for its removal in place *Below:* All that remains



Fiddle i'th' Bag Inn: Its potential reopening is covered under the St Helens' reports—but the pub actually sits in Warrington Borough. Peter Norton photographed it in the 1950s.



Kurtz's Canal Basin by *Colin Greenall*

If you walk the towpath of the Sankey Canal near to the Matalan Store near to St. Helens Central Station, just where the former railway swing bridge use to cross the canal taking the tracks into the station from St. Helens Junction (now closed) you can't fail to notice the indentation in the canal bank which was the entrance to Kurtz Basin (See Map). I have compiled this report from CHA Townley and JA Peden's book 'Industrail Railways of St Helens, Widnes, and Warrington, Part One, with additional images.



Old map showing the basin

Kurtz's Sutton Alkali Works

The history of the works goes back to 9th October 1832, when Messrs Darcy and Dierden obtained a plot of land alongside Warrington Old Road, then known as Peasley Cross Lane. Darcy and Dierden failed in 1841 and the works were auctioned in June 1842. It was bought by Andrew Kurtz, who had operated a nearby sulphuric acid plant since May 1839. Andrew Kurtz died on 31st March 1846 and the property passed to his son, Andrew George Kurtz.

From small beginnings the works expanded rapidly after 1850. Land to the west of Warrington Old Road, which had been part occupied by Bourne and Robinson's original Sutton Colliery, was acquired. A large canal basin to serve the works was constructed on part of the site while the rest was occupied by new factory buildings.

When taken over by the United Alkali Co. Ltd. in November 1890, the Kurtz Works was by far the largest of the St. Helens firms factories. There seems to have been little further expansion subsequently, except for the construction of a sodium chlorate plant during the first world war.

There was one event which made itself felt to the population of St. Helens. In the early hours of Friday 12th May 1899, there was an explosion in the part of the works making

potassium chlorate. Debris was hurled everywhere, demolishing the vitriol chambers, and bursting the nearby Corporation gas holder which then caught fire. The Kurtz Works closed in 1920, the small portion west of Warrington Old Road including the canal basin having already been sold to Todd Brothers.



Peaseley Cross Lane, three hours after the explosion at Sutton Alkali Works on 12th May 1899

Todd Brothers

The firm of Todd Brothers had its origins at the Bridgewater Forge in Watson Street which was established in 1859 when Richard Pilkington went into partnership with his brother-in-law Hadden William Todd, trading as the St. Helens Ironworks Company. In 1864 Richard Pilkington was replaced in the partnership by W. H. Todd's brother Charles and the firm changed its name to Todd Brothers.

Todd Brothers enlarged the scope of their activities by expanding into caustic drum Making, iron and steel stock holding, and dealing in secondhand machinery. A new works opened in Widnes in 1878 and in 1895 the firm acquired the premises between Warrington Old Road and the canal, previously occupied by the Phoenix Foundry. Pilkington Brothers foreclosed on the lease of the St. Helens Ironworks in Bridgewater Street in 1897 and Todd Brothers acquired additional property adjacent to the former Phoenix Foundry. Part of the Kurtz Alkali Works east of Warrington Old Road was purchased in 1904. This was followed in 1908 by the purchase of the soap works established by F. W. Tinker in 1852. Some years later Kurtz's canal basin was acquired and subsequently filled in.

Over the years there were various changes in the firm. In 1906 Hadden W. Todd, one of the founder members, died and his son Murray Todd was made a partner. Charles Todd retired in 1909, leaving the brothers Arthur and Murray in control. In 1935 Arthur Todd

retired and William Hadden Todd, son of Murray, joined the partnership. A private limited company with the title Todd Brothers (St. Helens and Widnes) Ltd. was formed in 1940. Shortly after the end of the second world war the name was changed to Todd Steel Ltd, and the firm became a subsidiary of British Steel Construction (Birmingham) Ltd. The chain works was sold to W. Woodcock Sons and Co Ltd in April 1967. Early in 1976, Todd Steel Ltd was in financial difficulty and went into receivership later that year. The works closed for a time at the end of 1976 but reopened in early 1977 under the ownership of a new firm Todd-Rixton Steel Ltd. The final closure took place before 1988 and most of the site was later cleared to make way for new road developments which were completed in the early 1990s. Several buildings, now occupied by several small firms, remain in use and Todd Road, which leads to them, serves as a reminder of the former owner.



Todd's Foundry and canal basin entrance.

Phoenix Foundry

The foundry had been established by Thomas Williamson about 1865 and following its failure a few years later, it had been taken over by William Varley and a Mr Riera. It later passed to the firm of Varley and Simpson, which moved to new premises at the Canal foundry in 1878 and then became bankrupt over the course of the next year.

Sefton Heritage Trail

Sefton, on the Leeds and Liverpool Canal, has a noted place in the history of canal development. The building of the canal was begun at the two ends and built to join up somewhere over the Pennines, with the Liverpool end beginning on the Sefton boundary at Bootle. which makes the Sefton section one of the earliest.

Its history is being celebrated by a pair of volunteers from the Canal and River Trust who have created a heritage trail which links Bootle and Litherland, a distance of two miles. The trail can be completed in about 45 minutes with pauses at intervals to access local history information and old photographs via the CRT's website. Further details will be added via QR codes as they become available.

Rachel Rick and Marian McQueen carried out two years of research, upon which the trail is based. It is just one of a number of activities planned by the Community Roots Programme which is supported by the People's Postcode Lottery. A virtual map of the Sefton Canal Heritage Trail can be viewed at <http://storymaps.arcgis.com/stories/>.



Leeds and Liverpool barge BOOTLE being used for a church outing on the canal in the present-day Sefton Borough.

catalyst
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We put the fun in science

Catalyst is open Tuesday to Sunday offering a host of interactive exhibits, museum archives, historical galleries, family shows and hands on workshops!

Book your visit (essential) Donate

Chester Campaign Rally

The Act for the construction of the Chester Canal was passed in 1772, 250 years ago. The Chester and Merseyside IWA Branch intends to commemorate this with an event to be based around Tower Wharf on July 29th/31st including up to fifty boats which will be attending from all over the canal network.

Public access is free so that the many trade stands, society stalls, refreshments and musical entertainment offer a great family day. There will be provision for children at all activities.

The object of the exercise is to publicise the closure of the Dee Branch, the locks which lead down from the event site to the River Dee enabling boats to reach the tidal river and the sea. These locks have been closed for the last ten years despite many efforts to promote their restoration.

The canal was originally intended to allow the use of broad beam barges to link Chester to Nantwich in Cheshire but was not very successful in its early days as the anticipated business did not materialise. A further problem was the collapse of Beeston Lock owing to the instability of the geology. This problem was solved by the construction of an all-metal lock chamber which offered adjustment in the event of any further subsidence.



The IWA's last Rally at Chester was in 2014 and is pictured above. SCARS will be attending this summer's Rally with their Exhibition and Sales stall—and hope that many Members will turn up in support.

Toddbrook Reservoir Repairs

The Reservoir was constructed to store water for the Peak Forest and Macclesfield Canals.

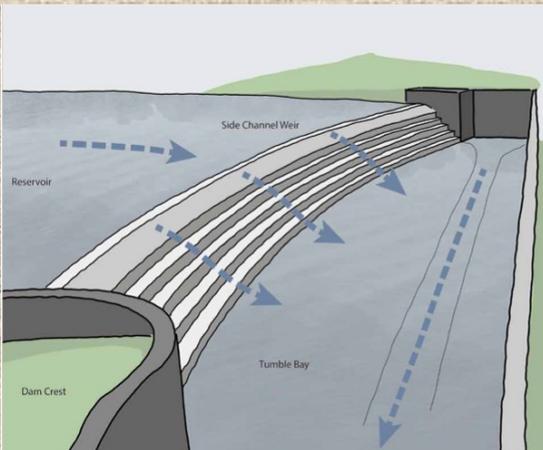
Members will recall the downpours in 2019 which caused the dam holding back Toddbrook Reservoir to fail, putting the people of Whaley Bridge into considerable danger. Measures were taken to reduce the possibility of tidal wave descending the narrow valley leading to the town by reinforcing parts of the dam and lowering the level of water. RAF helicopters were used to fly in hundreds of bags of aggregate to stabilise the dam (*right*).



After much discussion and consultation with various parties, the Canal and River Trust has applied to the High

Peak Borough Council for permission to replace the damaged structure with a new overflow channel which will conduct flood waters away when the reservoir is full. At a cost of 12 to 16 million pounds the project will commence in 2022, to be completed in 2024. Plans include the diverting of some pathways and the removal of some trees but paths will be reinstated with new planting resulting in an improvement of 10% bio-diversity.

There are wider consequences to the damage inflicted by the storms. Part of the refurbishment will take place near the Sailing Club premises so some relocating of services may be required. A children's playground will be removed, a temporary replacement installed during the work programme then a new playground created on completion.



CRT's image of their planned works—the spillway will be built to the side of the existing spillway, and will permanently discharge water, to flow into a shallow landscaped channel which will be part of the park area below the dam.

Salterhebble Lock Cottage Saved from Disposal

The future of the Lock Cottage at Salterhebble has been in the balance for some time, culminating in its inclusion in the lots for a public auction. The West Riding Branch of IWA has been able to get the lot withdrawn from the auction as it was thought that private ownership would not be appropriate as it would detract from the assembly of features making up the site

There are three distinctively different locks and a mooring pound which could contain up to ten boats. There is

also a disused canal arm which could cater for a further ten boats and a dry dock which could be a useful facility for the area.

Access to the Lock Cottage and the Hebble Trail lies via a footbridge over the top lock so there is no road link at present and a private occupier of the cottage could experience problems with those using the trail and the locks. The health and safety requirements would be further reason for keeping the cottage from private sale.

IWA, CRT and the local council are in discussion regarding the future of the cottage, taking into consideration proposed road improvements and national cycle routes. Immediate attention will be given to the creation of a team from the local community to help turn the cottage into a community Heritage Centre where the history of boating and heritage could be studied. westriding@waterways.org.uk



Images by Tim Green's Flickr photostream—showing the cottage from below its lock (*top*), and from across the mooring pound (*above*).

Mersey Motor Boat Club's 90th Anniversary Cruise

For a period SCARS joined the Club for its Talks programme. Sadly, the distance to its Boat House at Lydiate deterred folk from attending and the arrangement was short-lived. However, some Members of the Club are SCARS Members also—including our first Chairman, and your Editor, David Long, who moors his boat FALCON (returned because of Brexit concerns after nearly 30 years on the French waterways) on the Club's Scarisbrick bank moorings. He and his wife Jacquie joined the Club's Anniversary Cruise into Liverpool's Albert Dock over the last weekend of April. It wasn't without incident.

As we prepared to move off from the moorings a notification was received from CRT to say that the first swing bridge on our route, at Coxhead, Halsall, was out of action until the afternoon. A hasty phone call, informing CRT of the anniversary flotilla's need to pass through the bridge without delay to keep on schedule, resulted in the bridge being operated manually by



CRT staff when we arrived there. We were joined by other boats from the Haskayne and Lydiate banks and numbered about 15 when we arrived at the first of the Maghull swing bridges... only to find that that had just ceased to function (Left). CRT were

called—and eventually arrived to reset the mechanism for us to pass through. We enjoyed a friendly meal in the Bootle Arms at Melling that evening. Next day we passed by the famous Canal Turn at Aintree and eventually reached Litherland—

the last chance to empty our porta-loos before Liverpool. The journey on through Bootle brought problems for some craft, as objects lying in the depths attached themselves to propellers and brought them to a rapid halt (right). Most got through



unscathed and arrived at the top of the Stanley Locks for the descent into Liverpool Docks...

only to find that, after the first couple of boats had gone through, the bottom gates of the top lock had jammed open. After a couple of hours CRT admitted defeat—we would have to wait until the morning until an engineer could come and fix the problem.

Unfortunately, there are scant facilities in the area—so we drove back to Litherland and its canalside TESCO store. *(Below)*



Early next day we had word that the lock was fixed and we had an uneventful return trip to Stanley, where the cheerful band of volunteer keepers soon saw the flotilla through the flight and into the docks and the Liverpool Link which takes you across the Pier Head waterfront and into the famous Albert Dock—probably one of the best moorings on the canal system—with water and electricity provided free of charge by CRT.

Whilst there the Club organized a dinner at a local restaurant, and a cruise-past with a prize for the best-decorated and illuminated boat.

Thankfully, the return trip was uneventful (apart from snagging someone's discarded trousers on our propeller as we negotiated the Litherland swing bridge!).



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

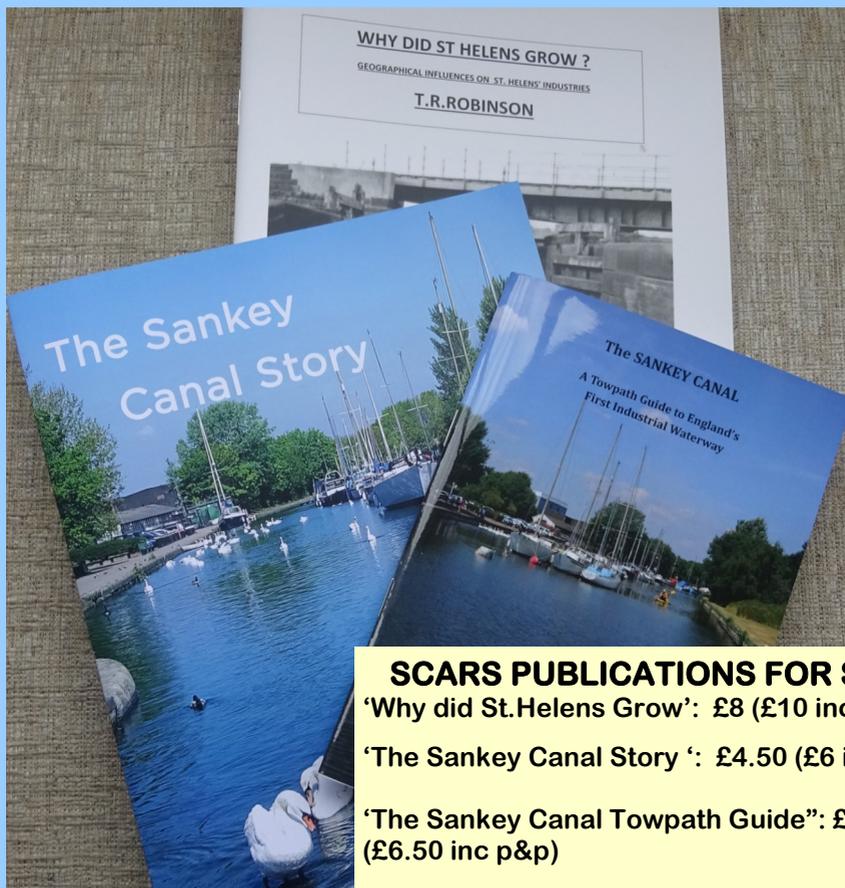
I want to Gift Aid my subscription and/or donation of £_____ and any donations I make in the future or have made in the past 4 years to the Sankey Canal Restoration Society

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



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—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 Sankey Canal in 1972

We continue displaying the collection of archive photographs, taken by Wilf Britch in 1972. Our thanks to him for sending these interesting images of a bygone time along the Sankey within the St Helens area



These two images are taken from different points along the tracks of the former siding into Daglish's Foundry east of the canal.

Above: The Lead Works lay over the wall on the right, and Lyons Yard, now used as sidings, as shown by the buffer stops, extreme left. The footbridge gave safe access across the piles of sand in Pilkington's Watson Street factory yard. The posts on the bank were once connected by tubes to provide a safety barrier in the confined area.

Below: A closer view—the Pilkington—liveried wagons seen in the distance above, and the footbridge, can be seen more clearly. The entrance to the former Sutton Branch of the canal was just in front of the bottom of the footbridge. The two timbers in the nearside bank would have supported a timber baulk placed to protect wooden barge sides from rubbing on the stone walls.

