

# A GUIDE TO THE INDUSTRIAL ARCHAEOLOGY OF GREATER MANCHESTER



**Robina McNeil and Michael Nevell**



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By Robina McNeil and Michael Nevell. With contributions by Jim Carr, Arthur Clarke, David George, Mike Haddon, Roger Holden, Brian Lamb, David Lewis, Norman Redhead, Steve Little and Steve Stockley.

*Dedicated to the memory of Professor Owen Ashmore, North West England's first and foremost Industrial Archaeologist, and to the memory of Bill Thompson past Chairman of the Manchester Region Industrial Archaeology Society and past President of the Association for Industrial Archaeology.*

## C O N T E N T S

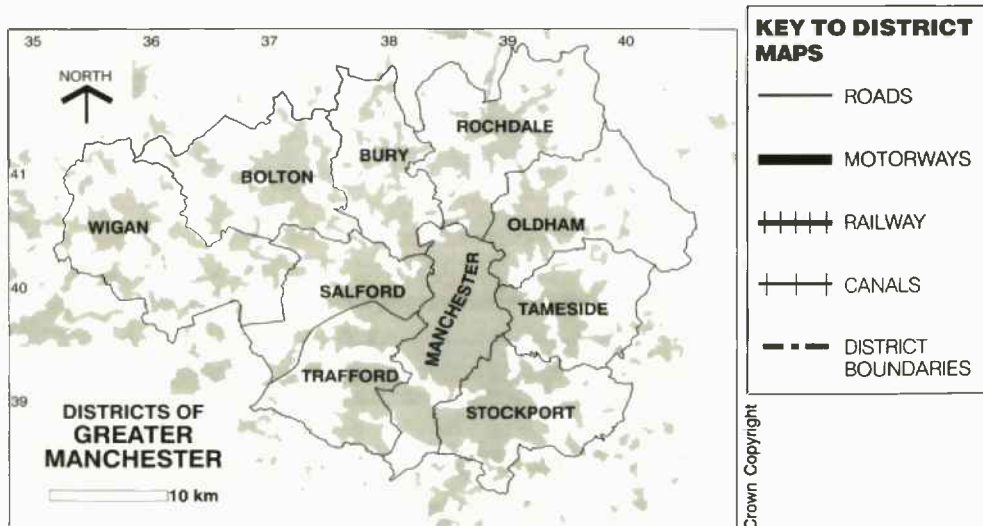
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Each gazetteer record has a letter and number that relates to the location map at the beginning of each district and index. Each record also gives a site's name followed by a location. This is often quite general, for reasons of space, but a National Grid Reference is given to aid accurate location. The abbreviation LB after some entries refers to a site's Listed Building status. The symbol next to the National Grid Reference of each site gives an indication of the ease of viewing:

- ★ Site can be viewed from a road, footpath or other public route that passes through or near the site. This does not imply there is permission to wander anywhere at will.
- Site is on private property and permission must be sought for access.
- Open to the public, often with visitors facilities. Be sure to ascertain opening hours before visiting.

Note: the inclusion of sites in the gazetteer should not imply automatic public access. When ever in doubt it is always courteous to ask permission to enter a site.

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COVER ILLUSTRATIONS *front*: Manchester - archetype city of the industrial revolution. *Photo: Robina McNeil*  
*back, left to right*: Shore Mill, Delph, (OL09) / Pear Mill, (SK06) / Huddersfield Canal and Viaduct (OL37) / Murray's Mill, Ancoats, (MO01) / Mining & Technical College, Wigan (WI19) / Castleshaw Reservoir (OL42)  
 ISBN: 0 9528930 3 7



WI01: Ena Mill, Atherton, Wigan.

*Photo Roger Holden*

## **THE INDUSTRIAL ARCHAEOLOGY OF GREATER MANCHESTER**

'Manchester...is the capital, in every sense, of the North West of England, where the modern world was born. The people know their geography is without equal. Their history is their response to it'. So exclaimed the late 20<sup>th</sup> century broadcaster and social commentator Brian Redhead. His definition of Manchester embraced Blackpool, Chester, Buxton and the Pennines. This introduction confines itself to the county of Greater Manchester, created in 1974 with boundaries enclosing what was traditionally known as south-east Lancashire, along with parts of west Yorkshire and north-east Cheshire. This conurbation of over 2.5 million people includes the 19<sup>th</sup> century 'cotton towns' of Ashton-under-Lyne, Bolton, Bury, Hyde, Leigh, Oldham, Rochdale and Stalybridge as well as the older settlements of Altrincham, Salford, Stockport and Wigan, which had grown around Manchester, the commercial centre of the Lancashire textile industry.

**GREATER MANCHESTER**, which was created during the local government re-organisation of 1974, includes ten unitary authorities. The guide has been divided into district sections, arranged alphabetically with the exception of Manchester, which has been placed first because of its dominance within the region. Within these district sections sites are grouped according to industry type (following the scheme used by Ashmore 1982) ie textiles, engineering, coal mining, transport etc It is hoped the introduction and the district section prefaces will provide the context on both the importance, rate of survival and level of study of each industry and district. The gazetteer does not pretend to be comprehensive but aims to present examples of all main industries and to build upon, rather than reproduce, the gazetteer published by Professor Owen Ashmore in 1982 (see Further Reading list, p72). Agricultural buildings (other than those where the industrial processing of products was carried out) have been excluded. The time frame is from the mid-16<sup>th</sup> century, and especially the centuries of industrialisation, the 18<sup>th</sup> and 19<sup>th</sup>. The guide reflects, as will any such work, concentrations of research in certain areas and since the aim has been to provide locations of sites with visible remains it is also biased towards those industries that have a better rate of survival above ground. 1

Greater Manchester is one of the classic areas of industrial and urban growth, the result of a combination of forces that came together in the 18<sup>th</sup> and 19<sup>th</sup> centuries; a phenomenal rise in population, the appearance of the specialist industrial town, a transport revolution and weak local lordship. Nationally, the proliferation of the specialist industrial towns was one of the most distinctive and novel elements of the Industrial Revolution. Daniel Defoe had proclaimed in 1728 that for the great towns, including Manchester 'there are few or no Families of Gentry among them; yet they are full of Wealth, and full of People, and daily increasing in both; all off which is occasion'd by the meer Strength of Trade, and the growing Manufactures establish'd in them'. He was one of the first to use the term 'manufacturing town', which was in growing currency from the 1750s onwards and recognized that they owed their wealth and growth not to gentry or patronage, but to an expanding industrial and commercial life. Late 18<sup>th</sup> century maps show the burgeoning cities of Manchester and Salford and the rise of the 'manufacturing towns' of Ashton-under-Lyne, Bolton, Bury, Rochdale, Stockport, Stalybridge and Wigan. The outline developments of their growth have been discussed by the pioneering work of Douglas Farnie. Yet a detailed research programme, which looks at the role and relationship of the cotton towns with Manchester and their distinctive and unique contribution to the region's position as cotton centre of the world is long overdue.

There has been much debate about this 'cottonopolis'. Manchester and the 'cotton towns' gained an international reputation for the cotton factory system and the distribution and export of cotton goods; the mills representative of the former and the warehouses of the latter. The number of industrial towns in Europe and the Americas named after Manchester are testament to the region's international reputation. The mills in Greater Manchester are a unique grouping covering the origins, growth, development and maturity of this monument type, where innovations in technology and power systems, advances in fireproofing systems and revolutionary designs in mill architecture are all represented. Collectively the surviving mills demonstrate why the region was at the forefront of the industrial revolution in cotton manufacture. The surviving mill buildings include a wide variety of architectural types and dates and represent diversity, continuity and development in the cotton industry. Textile mills have thus been central features of this industrial landscape for over 200 years and consequently mills are the most distinctive type of historic building in the region.

Prior to the 18<sup>th</sup> and 19<sup>th</sup> centuries Greater Manchester had been predominantly an agricultural area of isolated farmsteads, hamlets and market towns. Cloth manufacture had long been important, and the area still has hundreds of weavers cottages, but by the 1780s the national demand for textiles, particularly cotton and the range of natural and economic advantages of the area resulted in a dramatic increase in mill building and transformed the area into a great centre of the factory-based cotton industry. The period 1780 to 1820 saw a dramatic expansion of the cotton trade and the emergence of the multi-storeyed steam-powered mill. Surviving mills are seen as the forerunners of the type of structure which later characterised the region's cotton industry. Some of the most significant mills date from this period and the greatest concentrations of these is found in Manchester. Old Mill, which was built in 1798 as part of Murray's mills in Ancoats, is Manchester's only surviving 18<sup>th</sup> century mill. Wool production had been a significant local industry around Bury, Mossley, Littleborough, Rochdale, Saddleworth and Stalybridge throughout the 18<sup>th</sup> century and this industry also adopted the new factory system in these years. This period also saw the establishment of a vigorous finishing trade in a number of areas, in particular Bolton, Bury and Tameside. Nevertheless it was cotton spinning that predominated. The greatest technological development in the period 1820-1860 was the adoption of the power loom for weaving, first by the addition of power looms to spinning mills, and later by the construction of the purpose built integrated spinning and weaving mill. Many mid-19<sup>th</sup> century mill buildings can be found around the county but a typical example is that of Oxford Mill in Ashton-under-Lyne (**TA10**), an integrated complex of the 1840s. This period also saw the development of the specialist mill architect, such as David Bellhouse, and improvements in the fire-proofing of mills. By 1850 a greater quantity and variety of mill ornamentation was used in the larger mills. Such detail, as at Gilnow Mill (**BO03**) in Bolton deliberately emphasised the most important parts of the mill. Improvements in fireproofing were largely due to the research and experiments of Eaton Hodgkinson into the physical properties of cast iron and the optimum design of floor beams. The Hodgkinson beam was developed as a result of this and the most spectacular application of its use can be seen at some of the largest spinning mills built in the mid-19<sup>th</sup> century. The extension to Wear Mill (**SK11**), Stockport contains a characteristic example of this genre.

The resurgence of the cotton industry in the late 19<sup>th</sup> century in Greater Manchester accounted for a high proportion of the mills surviving today. These mills were built during periods of economic boom in the surrounding towns, with little mill construction in Manchester itself. The new mills were larger and there was considerable development in their form and detailed design under the influence of specialist mill architects. Improvements in machinery and power systems achieved a more efficient internal layout of



processes. Cavendish Mill in Ashton-under-Lyne (**TA04**) and Houldsworth Mill in Reddish (**SK08**) are typical of these advances. The final stage in the development of the cotton mill in Greater Manchester, during the early years of the 20<sup>th</sup> century, was characterised by the construction of numerous huge spinning mills and containing over 100,000 spindles. Often on new sites they dominated the landscape and many incorporated electric power for driving textile machinery. Examples of this late mill landscape can still be seen along the canal in Leigh (**WI03-05**), in Oldham town centre (**OL20-21**) and at Chadderton (**OL03-06**). Most of these late mills were designed by specialist architects, notably the Stotts of Oldham who accounted for the highest number of mill buildings in all parts of Greater Manchester, as well as abroad, and the Bolton firm of Bradshaw, Gass and Hope. The mills are distinguished from earlier mills by their massive size and flamboyant embellishments in red brick and terracotta, reflecting Edwardian fashions and the prosperity of the industry. Although cotton dominated these new manufacturing centres coal and engineering were also very significant elements of the industrialised economy. Perhaps the most significant of these two industries was that of coal. The crescent-shaped Lancashire coalfield, running from Wigan, Leigh and Bolton in the West to Ashton-under-Lyne, Hyde and Poynton in the south-east, is almost completely encompassed by the modern county. Extensively exploited since the 16<sup>th</sup> century by 1854 there 362 collieries in this area, and the numbers peaked at 480 in 1880, the mines employing tens of thousands of people. In the Wigan area a number of colliery communities grew around the pit heads such as Atherton, Leigh and Tyldesley. However, the rapid decline of the mid-20<sup>th</sup> century and subsequent regeneration efforts has meant that little of this industry now remains.

Greater Manchester also became a major engineering centre during the 19<sup>th</sup> century. Events in these areas began as a spin-off from cotton, but soon developed their own momentum. The main products from about 1780 included textile machinery, power equipment, steam engines, water wheels, boilers, mill gearing, iron pillars, beams and girders for mill building and bridges. Initial engineering centres included Park Bridge near Ashton-under-Lyne, Bolton and Manchester. From 1830 the region played a lead role in the development of machine- tool production and of precision engineering with new centres emerging in Bury, Oldham, Salford and Stockport. After the 1870s the region also developed a significant manufacturing expertise in electrical power plant and cables with notable centres in Broadheath, Dukinfield and above all Trafford Park. Although engineering has declined greatly in the last 20 years the Clarington Forge in Wigan (**WI24**) and the Kenyon Rope Works in Dukinfield (**TA19**) are examples of 19<sup>th</sup> century works which are still operating in the 21<sup>st</sup> century.

A fourth element in the region's industrial economy, which is often overlooked, is the role played by the transport revolution of the late 18<sup>th</sup> and 19<sup>th</sup> centuries and the trade this generated, firstly, through the development of the canal network and secondly with the building of the railway system. The Bridgewater Canal (**SA22-25**) was the first arterial canal in Britain. The initial stretch, built between 1759 and 1761 by the Duke of Bridgewater, enabled coal to be transported cheaply from the Duke's mines at Worsley (**SA08**) to the growing industrial town of Manchester. It also successfully crossed a number of river valleys, most spectacularly with the Barton aqueduct (**SA25**) over the River Irwell. Opinion was mixed: 'Every man how great soever his genius has a certain hobby horse that he likes to ride; a large aqueduct bridge over a large river does not happen to be mine', but most wondered at this engineering achievement, 'At Barton Bridge he has erected a navigable canal in the air.....whilst I was surveying it with a mixture of wonder and delight, four barges passed me in the space of about three minutes' wrote an anonymous correspondent to the Annual Register in 1763. At its terminus in Manchester (**M22-23**) where 'the dukes agents hath made a wharf and are selling coals' prodigious engineering feats included the famous foliated weir to control the flow of water. The canal was a remarkable commercial success which served as a model for canal entrepreneurs throughout Britain and the following decades saw a period of 'canal mania'.

Canal building in Britain is marked at its beginning and at its end by two major engineering works both from



Francis Egerton, 3<sup>rd</sup> Duke of Bridgewater demonstrates the advantages of his summit level canal

the Manchester area; the Bridgewater Canal, opened as far as Manchester in 1761, heralded the birth of the industrial canal and led to the development of a national canal network, whilst the Manchester Ship Canal (**SA30-32**) opened in 1894 transformed the city into an inland port 55 miles from the sea and marked the final flourish of industrialised water transport. Yet as early as the 1800s Manchester was already the hub of a considerable canal system which included not only the Bridgewater Canal, but also the Ashton Canal (**TA30**), the Rochdale Canal and the Manchester, Bolton and Bury Canal (**BO41-42**), all built in the 1790s. Other canals such as the Huddersfield Canal, the Leeds and Liverpool Canal and the Peak Forest Canal were connected to this inner core and gave the county a pre-eminence in the cheap transportation of fuels and raw materials. It also linked the burgeoning cotton towns of the region with other industrial heartlands such as the mill towns of West Yorkshire, the manufacturing centres of the Potteries and the Midlands, as well as London and the seaports of Hull and Liverpool.

Manchester maintained its role as a transport hub throughout the development of the railways even though the first railway in the region was the Bolton & Leigh (**BO45**), engineered by George Stephenson in 1829. Inevitably it has been overshadowed by the Liverpool and Manchester railway line of 1830 (**M39-43**), the first mainline passenger carrying service, which from its inception was viewed as a momentous achievement in transport history. The county's railway system was constructed in two main phases between 1830 and 1880 linking Manchester to other major industrial centres such as Birmingham, Glasgow and London. Yet as early as 1849 there were three lines over the Pennines; the Manchester and Leeds through Rochdale, the London & North Western line to Huddersfield via Ashton-under-Lyne and the Manchester, Sheffield & Lincolnshire via Ashton and Glossop. Embankments, cuttings, viaducts and tunnels were used to deal with the geographical features of a particular route. These engineering works have now become a familiar part of the landscape, although at the time of construction they excited admiration and wonder. The substantial remains of the two inclines of the Bolton & Leigh at Bolton and Chequerbent and the great 4¾ mile embankment over Chat Moss, 5 feet above the surface but with considerable depth below, received much acclaim. The principle tunnels are on the trans-Pennine routes. The construction and length of the Summit Tunnel (**RO25**) on the Manchester & Lancashire Railway and the Stanedge Tunnel (**OL38**) on the London & North Western Railway are a tribute to the Victorian attitude to civil engineering. Railways, like canals, involved the construction of large numbers of bridges and viaducts to carry the line over obstacles and to accommodate existing roads. Two stand out through their scale and architecture. The great brick viaduct at Stockport (**SK20**), a magnificent landmark straddling the Mersey, is the largest brick structure in Europe. At Castlefield (**M47**) the cast iron viaducts combining brute strength with romanticism are spectacular features of the landscape around the Bridgewater canal and serve as enduring symbols of the power and majesty of the railway. Manchester has the distinction of having the first mainline passenger station in the world. Quasi-domestic in appearance it was the prototype for later developments. More typical of later railway architecture are the exuberant Manchester stations (**M45, M49**) and the smaller intermediate stations, many of which were built to the standard designs of a particular railway line (**WI33-35**) and retain original features such as canopies, waiting rooms, booking halls etc (**BO46, OL40, TA36, TR24** and Hale), making them very attractive buildings.

Canals and more particularly railways are inevitably linked with warehouses, the largest concentration of which can be found in Manchester. The most famous is the 1830 warehouse at Liverpool Road Station, Manchester (**M41**), the earliest railway warehouse in the world and built on a distinctive curved plan. The



Liverpool Road Station - the first railway station in the world.

*John Rylands Library  
Manchester*



1860 LNWR Railway Goods Warehouse in Oldham (**OL39**) also has a curved plan: both examples of construction around existing viaducts. Other outstanding examples include **SK21** and **M46** both with their names emblazoned on the structure.

Professor Owen Ashmore pioneered the study of industrial archaeology in North West England during the 1960s and 1970s, and his work has been continued by a variety of local societies and full time archaeologists. This has led directly to the saving and opening to the public of a number of important industrial sites; from the Liverpool Road Station (now the Museum of Science and Industry in Manchester), and the East Lancashire Railway to the Elland Road Mill steam engine. Although Professor Ashmore's books are still a primary reference source for any new research, this introduction has called upon a new database created in the last 20 years; the Greater Manchester Sites and Monument Record (SMR). Together with the fieldwork of the Manchester Region Industrial Archaeological Society (MRIAS) this has provided first hand accounts for Greater Manchester of nearly 3500 industrial sites and it was from these that the current gazetteer was compiled. These sites can be grouped into the following classes:-

textile mill sites	1089	stone	110	roads	248
print & bleach works	528	salt	5	ivers and canals	43
metal industry	109	chemicals and soap	231	railways	203
engineering	15	glass	6	canal warehouses	31
coal	342	paper	15	warehouses	475
		hat making	33		

Industrial sites are perhaps more vulnerable than any other class of archaeological monument because of their frequent urban location and the continuing pressure for re-use. Where the traditional industry has declined the buildings and structures are at particular risk. For instance, over 2400 textile mills and cloth-finishing works were built between 1732 and 1924 in the Greater Manchester area, an area covering 25 square miles. By 1988, when the Greater Manchester Cotton Mills Survey was completed, the absolute decline of the cotton industry had resulted in the loss of over half these mills, and this figure is today further reduced with only about 800 mills extant. Across the county MRIAS has calculated that the loss of significant recorded industrial sites and buildings between the publication of Ashmore's inventory of North West industrial sites in 1982 and a rapid re-survey for the current gazetteer in early 2000 is about 40%. These losses are not evenly spread but are greatest in two industrial sectors with the highest attrition rate being amongst the remains of the coal industry, which have largely disappeared. Astley Green colliery has the last remaining pit head gear in the Lancashire coalfield, and elsewhere remains of what was once the county's second industry after cotton are rare. Engineering works, an industry which has witnessed a dramatic collapse in the last 20 years, have suffered a similar fate.

Despite this loss there remains a huge industrial legacy and the challenge is how best to manage this rich heritage resource in the future. The success of town centre projects such as the Castlefield Canal Basin and Wigan Pier, and the preservation and presentation of a number of important industrial sites such as the Liverpool Road Station in Manchester, the Burs textile sites in Bury and the Park Bridge Ironworks and Portland Basin Canal Warehouse, both in Tameside, demonstrate that industrial archaeology is a heritage



asset and can make a real contribution to urban regeneration and sustainable tourism. Manchester and Salford have been included on the United Kingdom's list of proposed World Heritage Sites where there was a recognition that industrial sites were under-represented. The citation reads 'Manchester is the archetype city of the Industrial Revolution. It witnessed the creation of Britain's first industrial 'true' canal, Britain's first mainline, inter-city passenger railway and the country's first industrial suburb based on steam'. Manchester, in the Brian Redhead sense of the word, is the nexus of the Industrial Revolution and rightly boasts its international reputation as 'cottonopolis'.

## MUSEUMS AND OTHER VISITOR ATTRACTIONS IN GREATER MANCHESTER

**Astley Green Colliery Museum**, Higher Green Lane, Astley, Manchester, M29 7JB. Open Sun, Tue-Thurs, 13.00-17.00. Admission free. Donations accepted.

**Bolton Museum**, Le Mans Crescent, Bolton, BL1 1SE Tel 01204 332190. Open Mon-Sat. Admission free.

**Bury Transport Museum**, Castlecroft Railway Goods Yard, East Lancashire Railway, Bury. Open Sun, Easter to September, 10.00-16.00. Admission charge.

**Dunham Massey Water-Powered Saw Mill**, Dunham Massey Hall, Altrincham, WA14 4SJ. Tel 0161 941 1025. National Trust Property. Admission charge.

**East Lancashire Railway**, Bolton Road Station, Bury, BL9 0ET. Tel 0161 764 7790. Admission charge.

**Ellenroad Engine House**, Elizabethan Way, Milnrow, Rochdale, OL16 4LG. Tel 01706 881952. Open first Sunday of each month (excluding January) 12.00-16.00. Mill engine in steam first Sunday of each month. Admission charge.

**Heaton Park Tramway Museum**, Middleton Road, Manchester. Admission charge.

**Lancashire Mining Museum**, Buile Hill Park, Salford. Open Mon-Fri. Admission charge.

**Museum of Hatting**, Wellington Mill, Wellington Road South, Stockport, SK3 0EU. Open Mon-Sat 10am-5pm, Sun 11am-5pm. Admission charge.

**Museum of Transport, Manchester**, Boyle Street, Cheetham Hill, Manchester, M8 8UW. Tel 0161 205 2122. Open Wed, Sat & Sun 10.00-17.00. Admission free.

**Museum of Science and Industry in Manchester**, Liverpool Road, Castlefield, Manchester, M3 4FP. Tel 0161 832 2244. Open Mon-Sun. Admission charge.

**National Museum of Labour History**, The Pump House, Left Bank, Bridge Street, Manchester, M3 3ER. Tel 0161 839 6061. Admission charge.

**Oldham Museum**, Greaves Street, Oldham. This is moving to a new site in September 2000. Admission free.

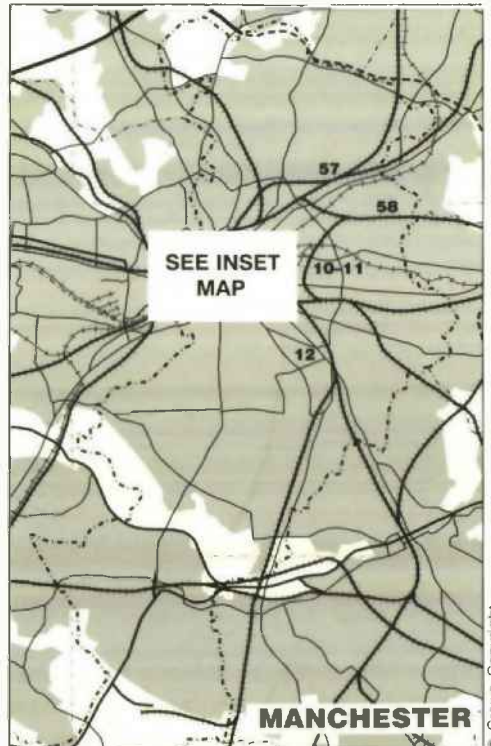
**6 Portland Basin Museum**, Portland Place, Ashton-under-Lyne, OL7 0QA. Tel 0161 343 2878. Open Tue-Sun 10.00-17.00. Admission free.

**Saddleworth Museum & Art Gallery**, High Street, Uppermill nr Oldham, OL3 6HS. Tel 01457 874093. Admission charge.

**Salford Quays Heritage Centre**, 3 The Quays, Salford, M5 2SQ. Tel 0161 876 5359. Open Mon-Fri 09.00-16.00. Admission Free.

**The History Shop**, Library Street, Wigan, WN1 1NU. Tel 01942 828128. Open Mon 10.00-19.00, Tue-Fri 10.00-17.00, Sat 10.00-13.00. Closed Bank Holidays. Admission free.

**Wigan Pier Heritage Centre & Trencherfield Mill**, Wallgate, Wigan, WN3 4EU. Tel 01942 323666. Open Sat & Sun 11.00-17.00, Mon-Thurs 10.00-17.00. Admission charge.





## INTRODUCTION

Manchester is known as 'Cottonopolis', the 19<sup>th</sup> century textile manufacturing centre of the world, but it has also been described as a 'citadel to commerce'. By the 16<sup>th</sup> century it had already established an early pre-eminence as a cloth town which combined manufacture with trade. In the 18<sup>th</sup> century, when the cotton trade expanded, Manchester was well placed to exploit its potential for wealth creation.

A stranger approaching the town in 1783 would have seen one mill, that owned by Richard Arkwright, on Miller Street in Shude Hill. In 1816 he would have seen some 86 steam-powered cotton spinning mills. Little of this first industrial town survives, but the area around Kelvin Street, the modern Northern Quarter, has a variety of domestic, industrial and commercial buildings from this period. The city was the leading centre of cotton spinning during the first half of the 19<sup>th</sup> century and there are a number of surviving early mills. The Chorlton on Medlock area has an important early grouping including Chorlton New Mill, probably the oldest surviving example of fireproof mill construction in Greater Manchester. However, the development from home-based manufacture to factory production is best illustrated in Ancoats, which was laid out as part of a planned expansion of Manchester.

Ancoats was the first industrial suburb based on steam power and contains a notable grouping of mills, whose architecture, design, fireproofing, innovations and improvements in processes span the industrial revolution. At one end are the 18<sup>th</sup> and early 19<sup>th</sup> century mills - Murrays, McConnel & Kennedys and Beehive - rare survivals of early mill construction, and at the other end Paragon and Royal Mill, two spinning mills of advanced design driven by electric motors.

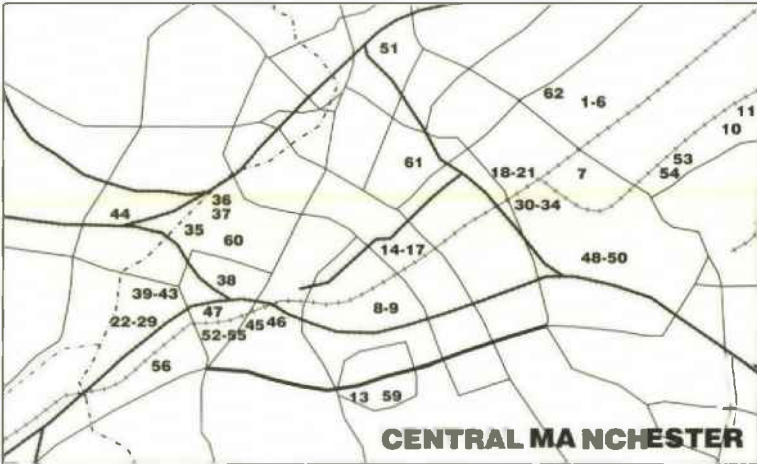
The transport revolution of the 18<sup>th</sup> and 19<sup>th</sup> centuries transformed Manchester into a major transport interchange and helped to boost the growth of the cotton industry. The Bridgewater Canal which terminated in Castlefield pioneered a process which ended in industrial Manchester being the nexus of the transport revolution in the region. In 1830 Manchester achieved another transport first with the arrival of the Liverpool & Manchester Railway line, which terminated at Liverpool Road Station in



M17: Domestic, industrial and commercial buildings in the Northern Quarter



M01: Murray's Mills, Ancoats. English Heritage



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Castlefield. Within a few years Castlefield was criss-crossed by an array of railway viaducts. The Liverpool Road terminus has the distinction of being the oldest railway station in the world and pioneered separate facilities for different classes of passengers. The station is backed by the impressive 1830 warehouse, which was the first building on the site to be completed. With the exception of a mezzanine floor, inserted in 1831, it is intact and represents the perfect expression of the functional tradition.

As cotton grew in importance, and the railway network around the city developed, so Manchester was to gain a pre-eminence in engineering. Large numbers of foundries and engineering firms were created and examples can still be found in surrounding districts such as Gorton, Newton Heath and Openshaw. William Fairbairn, one of the most celebrated Victorian mechanical engineers, established his engineering works in Ancoats and supplied all the iron work in the construction of mills.

The number of cotton mills in Manchester reached a peak of 108 in 1853. Thereafter the number began



M22: Transport Interchange Castlefield



'Palazzo' warehouses.

Photo Steve Stockley



M40 Liverpool Road Station and Warehouse

to decline and Manchester was surpassed as a centre of cotton spinning by Bolton in the 1850s and by Oldham in the 1860s. However, this coincided with the rise of the city as the financial centre of the region. The decline of cotton manufacturing, particularly after 1883, and the need to boost trade were some of the reasons used to justify the construction of the Manchester Ship Canal. In the late 19<sup>th</sup> century new mills were built in the suburbs and the massive Victoria Mill at Miles Platting exemplifies the new construction techniques and improvements of these late mills. The last Manchester cotton mill, built in 1924, was at Miles Platting.

Manchester's dominance as a financial and commercial centre in the second half of the 19<sup>th</sup> century is reflected in the number of warehouses built within the city centre. As early as 1806 there were 1,182 warehouses and by 1815 there were 1,819. Consequently Manchester has been called the 'warehouse city'. At first these were concentrated around King Street but by 1850 they had spread to Portland Street and by the early 20<sup>th</sup> century to Whitworth Street. One of the best concentrations is along Charlotte Street demonstrating the 'flamboyant facades and very plain rears' and consistent proportions of the 'palazzo' warehouse blocks. Other notable triumphs include Richard Cobden's building in Mossley Street, the first palazzo warehouse, the exuberant Watts warehouse of 1854, and the later packing warehouses, built on an imperial scale and centred around Whitworth Street. Covering a square mile of Manchester, 'warehouse city' is arguably the finest expression of a Victorian commercial centre in Britain.

## TEXTILES

### MO1-MO6 ANCOATS MILLS

SJ 850 985 LB2

★

Fronting onto the Rochdale Canal is a nationally important concentration of cotton mills which includes some of the earliest built in Manchester. Murray's Mills of 1798-1804 (**MO1**; **LB1\***; SJ 850 986) form a quadrangle bounded by Redhill Street, Murray Street, Jersey Street and Bengal Street. The mill on the corner of Redhill Street and Murray Street, known as Old Mill (**MO2**, SJ 849 985) is the oldest surviving mill in Manchester, dating from 1798. These mills are of non-fireproof construction. The adjoining McConnel & Kennedy Mills (**MO3**; SJ 849 986) are of slightly later date, the oldest being Sedgwick Mill of 1818-20 on the opposite corner of Murray Street to Murray's Old Mill. This mill is of fire-proof construction. Development continued here over the next century, culminating in the Paragon and Royal Mills (**MO4**; **LB11\***; SJ 849 985) of 1912. These mills spun fine yarns on electrically driven mules and later became part of the Fine Cotton Spinners and Doublers combine. They ceased operations in about 1960 and have since been put to a variety of uses but have recently become the focus of a regeneration scheme. Also within this important grouping is Beehive Mill (**MO5**; **LB11\***; SJ 850 987), built in 1824, behind Murray's Mill whose main block is of timber framed construction but has cast-and wrought-iron roof trusses and the Redhill Street Mill complex (**MO6**; SJ 851 986) which was built in the early to mid 19<sup>th</sup> century.

### MO7 BROWNSFIELD MILL, GREAT ANCOATS STREET

SJ 849 984, LB11

★

Built in 1825 and located along side of Rochdale Canal. Steam powered cotton spinning mill, with timber frame construction and internal engine

house. Unusual for underground boilers and stair tower enclosing chimney.

### MO8 CHORLTON MILLS, CAMBRIDGE STREET

SJ 839 973, LB11

★

The second most important grouping of early cotton spinning mills in Manchester after those in Ancoats. The Chorlton New Mill occupying an L-shaped site between Cambridge Street and Hulme Street incorporates what is probably the oldest fire-proof mill in Manchester, dating from 1814. Other parts of this mill, built for Birley, date from 1818 and 1845. The mill to the south was Chorlton Old Mill, originally built in 1795 but rebuilt since. On the west side of Cambridge Street is a mill built in 1837 for Macintosh of water-proof fame. Macintosh came from Glasgow in 1824 to make waterproof clothing in conjunction with Birley's. Rubber manufacture came to take over and cotton spinning ceased during the 1860s. The site later came into the ownership of Dunlops and is now being regenerated for a variety of uses, particularly by the Metropolitan University.

### MO9 CHESTER STREET MILL

SJ 841 973

★

1820 Runcorn's Chatham Mill with warehouse at right angle, built in 1823. This mill has wooden floors but the warehouse, which also contained offices and some preparatory machinery, has iron columns with moulded capitals.

### MO10 BRUNSWICK MILL

SJ 859 987

★

Seven storey brick mill of c 1840 built for the Bannerman family on the Ashton Canal. One of the largest mid-19<sup>th</sup> century mills in the county with an unprecedented 92m length.





M11: Victoria Mills Miles Platting

**M11 VICTORIA MILL, MILES PLATTING**

SJ 859 992, LB2 \*

Six storey cotton spinning mill built 1867 and 1875 for William Holland & Sons Ltd. Consists of two identical blocks joined by an engine house. Most striking feature is the central tall chimney stack, a mighty shaft rising from an octagonal drum, its base pierced by arcading. Operated until 1959, now refurbished as flats.

**M12 DAISY WORKS, STOCKPORT ROAD, LONGSIGHT**

SJ 862 961 \*

Hosiery works of W. & H. Pownall Ltd., probably of early 20<sup>th</sup> century date. Knitting works such as this are rare in Greater Manchester, for another see Globe Works, Bolton. This one forms a prominent landmark for travellers arriving and departing Piccadilly station.

**M13 CHARLES MACINTOSH & CO RUBBER (DUNLOP RUBBER CO)**

SJ 839 973, LB11 \*

All buildings west of Cambridge Street. Includes original rain coat factory, boiler house built 1830-40 and laboratory. The Dunlop frontage dates from after the 1929 takeover.

**M14 BRITANNIA HOTEL, PORTLAND STREET**

SJ 843 981 \*

Textile warehouse and showroom designed in 1854 by Magnall & Travis for S & J Watts is a spectacular example of the 'Italianate palace' style. Each floor characterised by a different style, Italian, Renaissance and Flemish. Instead of a cornice the warehouse is surmounted by four pavilions, lit by Gothic rose-windows. The back, which was not for show, is a plain brick facade.

**M15 PICKLES BUILDING, PORTLAND STREET**

SJ 843 981 \*

Textile warehouse of c1870. Stone clad except for rear elevation, with heavy stringing work. Designed by Clegg & Knowles who also designed Lancashire House on Peter St. Now Princess Hotel.

**M16 CHARLOTTE HOUSE, CHARLOTTE STREET**

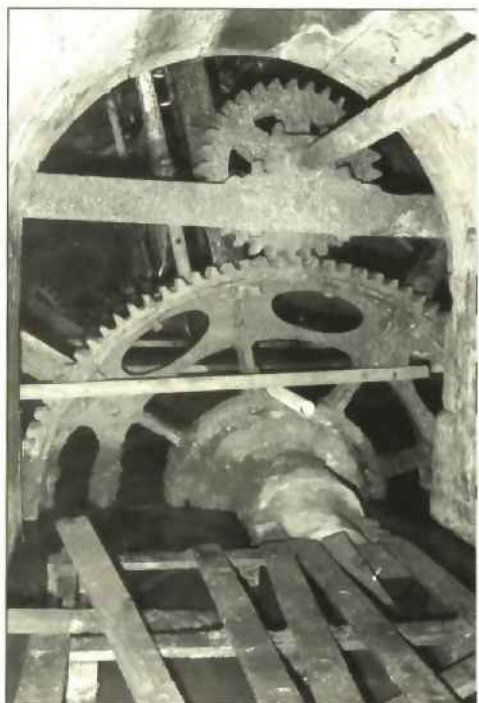
SJ 842 982 \*

Textile warehouse built c 1850 for Edward Potter. Fine example of the work of Edward Walters, one of the first textile warehouse designers. Others of his design include warehouses on Mosley St.

**M17 WORKSHOPS, KELVIN & TIB STREETS, MANCHESTER**

SJ 843 985 \*

Rare survival of late 18<sup>th</sup> century town core which was at the heart of the Industrial Revolution. An area of organic growth from post-medieval times, it contains a range of industrial, commercial and domestic buildings dating from the 18<sup>th</sup> century through to the 20<sup>th</sup> century. Buildings include fine gentlemen's houses, workers' housing, cellar dwellings, loom shops, workshops, warehouses and small factories. Many were custom-built for a single industrial purpose or designed as an integrated domestic and industrial complex and many have been later adapted for re-use. On Kelvin Street there are two three-storey brick domestic workshops with top floor garret shops dating from c1772/3 whilst on Tib Street there are further three-storey garret workshops of 1794 and Georgian



M18: Rochdale Canal Warehouse - Main gear wheel and drive shaft. Photo MRAIS

houses. Note also Thomas Street and Turner Street for its spread of late 18<sup>th</sup>/19<sup>th</sup> and 20<sup>th</sup> century domestic buildings, loomshops, workshops and 'taking in' and commercial warehouses.

#### TRANSPORT

##### **M18 ROCHDALE CANAL BASIN, DALE STREET** \*

c1804 canal basin and arms now in-filled. Also known as Piccadilly Basin. Now a car park but there are plans to develop area. Also contains the Rochdale Canal Warehouse and underground water wheel (SJ 847 982; LBII\*), built between 1806 and 1808. Water shot grit stone, 4 storeys, attic, 2 former shipping holes. 1824 breast shot water wheel installed by Thomas Hewes. Also tunnels and drive shafts for hoists. Replaced c1898 by use of public hydraulic system.

##### **M19 ROCHDALE CANAL WAREHOUSE TARRIFF STREET** \*

SJ 848 983, LBII  
1836 brick built warehouse, 5 storeys and 2 former shipping holes. Internal structure of cast iron columns and wooden floor beams. Hand / hydraulic and electric hoisting system.

##### **M20 ROCHDALE CANAL COMPANY OFFICE, DALE STREET** \*

SJ 848 982, LBII  
c1820 brick built with ground and first floor, hall and central stairway. Dale Street and side elevations finished with Stucco.

##### **M21 ROCHDALE CANAL ENTRANCE ARCH, DALE STREET** \*

SJ 848 982, LBII  
c1822 coursed gritstone entrance arch with semi-circular soffit and crenellated top. Also octagonal gate house / lodge.

##### **M22 CASTLEFIELD CANAL BASIN** ■

centred SJ 833 975  
In 1765 the terminus of the Bridgewater Canal was opened below the present Castle Street and this became the transport hub of Manchester. The area also includes Potato Wharf and several canal arms.

Early remains include the overflow weir in Giant's Basin (SJ 830 977) which takes surplus water from canal and discharges in to the River Medlock below and is the only part of. The present weir is built on the site of James Brindley's 'Clover Leaf Weir', which it replaced in the early 1800's.

##### **M23 BRIDGEWATER CANAL BASIN, RIVER MEDLOCK SLUICE (KNOTT MILL)** \*

SJ 834 974  
Built next to the original line of Deansgate (reputed to be on site of Roman ford). This self acting sluice diverts surplus water from the River

Medlock away from the basin. It eventually discharges into the River Medlock down stream of the weir in the Giant's Basin. Present structure under control of the Manchester Ship Canal Co.

##### **M24 CHESTER ROAD VIADUCT** \*

SJ 833 975  
Built over Castlefield Basin in 1843, six arched bridge 154m in length. Crosses former valley of the River Medlock and the terminal arm of the Bridgewater Canal. Built to bypass original Chester Road / Deansgate river crossing at Knott Mill.

##### **M25 BRIDGEWATER CANAL MERCHANTS WAREHOUSE** \*

SJ 831 975, LBII  
Completed c1828, is the earliest surviving warehouse on site. Brick built, 4 storeys, shipping holes with hoisting points. Partly destroyed by fire in 1971, now converted in to office accommodation, but retaining loop holes and catheads on Castle St.

##### **M26 BRIDGEWATER CANAL GROCERS WAREHOUSE** \*

SJ 833 975  
c1886 Reconstruction, of warehouse owned by Gilbert & Henshall, between 1811-1836. Later owned by the Manchester Grocers' Co. Reconstruction includes over shot water wheel. Site originally developed by James Brindley in c1770. Originally in tunnel with 22 feet deep shaft, site of water wheel powered hoist below and to the rear of present structure. Hoist raised boxes of coal to the then street level. This system went out of use when Rochdale canal was cut though in 1805. Note original tunnel roof can be seen from tow-path opposite, forming part of later canal arm.

##### **M27 BRIDGEWATER CANAL MIDDLE WAREHOUSE** \*

SJ 831 974, LBII  
Built in 1831 in use up to the 1970's, was later owned by the Manchester Ship Canal Co for storing maize. Note the elliptical arch above shipping holes. The loading platforms have been converted to balconies. Now used as apartments and by local radio station.



M27: Middle Warehouse with shipping holes and elliptical arch, Castlefield. Photo Steve Stockley

**M28 DUKE OF BRIDGEWATER  
CHESTER ROAD, TRUSTEES HOUSE**

SJ 832 973

★

Two large houses were erected on this site prior to c1793, later rebuilt as one 2 storey building in 1835- 45. Used as offices for the Bridgewater Canal Co. When this canal became part of the Manchester Ship Canal Co, it was used as offices of the Bridgewater Department. Building sold to a security company, in late c1970s/80's.

**M29 CASTLEFIELD BASIN,  
CHESTER ROAD, MANAGER'S HOUSE**

SJ 832 974

★

Built c1793, south west end of the Chester Road Bridge. Built for the Manager or Superintendent of the Castlefield Basin. To the south west side of this house there were extensive stables and a blacksmith workshop.

**M30 ASHTON CANAL / ROCHDALE  
CANAL JUNCTION, DUCIE STREET**

SJ 848 981

★

c1799 canal open to through traffic c1800. Site and remains of warehouse still visible. Note shipping holes.

**M31 ASHTON CANAL BASIN**

SJ 852 981

□

Remains of canal basin dated 1798/99, later extended in c1803. Was part filled in for railway development by former Sheffield, Ashton-Under-Lyne & Manchester Railway (later MS&L Ry).

**M32 ASHTON CANAL  
STORE STREET AQUEDUCT**

SJ 850 981

□

Built in 1797 - 99, may be the 1<sup>st</sup> skewed canal aqueduct to be constructed. Crosses Store Street at an angle of 41 degrees. Built from ashlar stone with angled piers in the manner of the early pack horse bridges. When originally built would have crossed the valley of Shooters Brook.

**M33 ASHTON CANAL JUTLAND STREET  
BRIDGE AND STEEPEST ROAD IN CITY**

SJ 8492 9819 to SJ 8491 9806

□

With the Ashton Canal arriving in 1797, an aqueduct was thrown across the valley bottom at this point in a skewed form with Shooters Brook flowing in an open channel through the central arch. The brook was later culverted and a road made over it, connecting Great Ancoats Street to London Road (Store St). The bridge over the canal was built in c1820. The fall from the canal bridge to Store Street is 228 feet (over 70m).

**M34 PARADISE WHARF,  
DUCIE STREET**

SJ 849 981

★

Opened in 1799 this canal basin contains a ware-

house of c1840 and stables built by the Peak Forest Canal Co.

**M35 VICTORIA & ALBERT  
WAREHOUSES, WATER ST**

SJ 831 982

★

Now a 132 bedroom hotel. Originally dates from c1838 and was built by the Mersey and Irwell Navigation Co. The Albert range has a slightly raised roof line and stone parapet.

**M36 RIVER IRWELL:  
VICTORIA BRIDGE**

SJ 837 986

★

Crosses the River Irwell connecting Manchester and Salford. Originally a ford formed the crossing point, until in 1368 when a stone bridge was built. This bridge had a chapel at the Salford side which was later converted into a prison cell. Widened in 1776 and replaced in 1838 by the present structure. Named to commemorate the coronation of Queen Victoria. Up to 1761 this location was the lowest bridging point along the River Irwell in Manchester.

**M37 RIVER IRWELL:  
BLACKFRIARS STREET BRIDGE**

SJ 836 985

■

In 1761 was the second bridge to be built over the River Irwell in Manchester, 201m downstream of Victoria Bridge. Originally a foot bridge. Present stone structure dates from 1820.

**M38 MANCHESTER & SALFORD  
JUNCTION CANAL - TUNNELED SECTION  
UNDER GMEX (FORMER CENTRAL STATION)**

SJ 837 977

★

Line visible in underground car park. Opened in 1839 to join the River Irwell to the Rochdale Canal at Lower Mosley Street. Mainly built over, now in tunnel. Restored lock to be found off Water Street by the River Irwell, Rochdale Canal junction restored as part of the Bridgewater Concert Hall development. Trade never developed due to the opening of Hulme Locks off the Bridgewater Canal. However, later served the Great Northern Railway Warehouse, when opened in 1898, through a hoist well.

**M39-43 LIVERPOOL RD STATION  
COMPLEX**

■

The first purpose built passenger railway station in the world. Opened in 1830 for the Liverpool & Manchester Railway. From 1844 to 1975 was used as a goods depot. Since 1985 has been the core of the Museum of Science & Industry, Manchester. This site of world importance includes the Liverpool Road Station Booking Hall and waiting rooms (M39; LBI; SJ 829 978) at track level. The 1830 'coach house' incorporates earlier house of 1808. Superseded in 1844 by the opening of Hunts Bank (Victoria) Station. Liverpool Road Sta-



tion Transfer **Shed (M40; SJ 831 978)** built in 1855. Single storey goods shed with large access doors on Liverpool Road elevation. Once had loading platforms inside. Now forms part of the Power Hall of the Museum of Science & Industry, Manchester. The timber-framed and cast-iron **1830 Warehouse (M41; SJ 830 979)** is the oldest railway warehouse in the world. Manual and hydraulic hoists remaining. The **Lower Byrom Street Warehouse (M42; SJ 832 978)** was built in the 1880's by the Great Western Railway and reached by separate colonnaded goods viaduct. The iron frame and composite roof truss has been left exposed. The Liverpool Rd Station **Bonded Goods warehouse (M43; SJ 831 979)** built in 1865 is owned and occupied by Granada TV.

#### **M44 LIVERPOOL ROAD STATION**

WATER ST, BRIDGE ST & RIVER IRWELL VIADUCTS

SJ 828 979

1830 (LM Ry)

29 ft clearance over River Irwell and Water St. Bridge has two arches 53 ft wide, 18 ft cartway for access by the then Mersey & Irwell Navigation Co. Present Water St bridge structure of 1909 replaced earlier bridge built by Fairbairn & Lillie of Ancoats.

#### **M45 CENTRAL STATION (GMEX)**

SJ 837 977

The single span wrought iron segmental roof of 210ft across and 90ft high, above six platforms, sits on a vaulted brick undercroft. This arched train shed, which is only exceeded in span by that at St Pancras station in London, is a dominant feature of the city skyline. Built in 1880 by the Cheshire Lines Committee Railway. Closed in 1969. Now the Greater Manchester Exhibition Centre.



M46: Great Northern Railway Company's Goods Warehouse

#### **M46 GREAT NORTHERN WAREHOUSE**

SJ 835 978, LBII\*

Built 1898 for the Great Northern Railway. Name emblazoned on the side of building. This was the best example of its type of rail/road and canal interchange that has survived. Steel stanchions and wrought iron beams support brick-arched floors. Connection with the Manchester & Salford Junction Canal in tunnel.

#### **M47 LATTICEWORK VIADUCTS, CASTLEFIELD**

SJ 831 976

Two cast iron viaducts, with castle decoration, which dominate the Castelfield basin and dwarf the 1849 brick viaduct (M50). The first was built around 1877 for the CLC railway, now used for the Metrolink Tram system. The second was built in 1898 for the Great Northern Railway Warehouse. Late use of cast iron girders, arch segments with cross ties & parapets, where streets bridged.

#### **M48 PICCADILLY STATION TO ORDSALL JUNCTION VIADUCT**

SJ 898 510 to SJ 823 970

Brick built railway viaduct of 1849 which marks the start of the Manchester South Junction & Altrincham Railway, one of the earliest suburban railways in the country, in 1849. With of 224 arches running for approximately 1.75 miles (2.8 km).



M49: Piccadilly Railway Station.

Photo: Steve Stockley

## **M49 PICCADILLY STATION (LONDON RD)**

SJ 848 978

Developed in 1866 and expanded in 1881. Elaborate wrought iron roof. (L&NWR, MS&L Rlys). Modernised approach road and facade.

## **M50 DUCIE STREET WAREHOUSE**

SJ 848 979

A monumental railway warehouse, the only survivor of four warehouses in this part of Manchester. Erected in 1867 by the MS&L railway. Seven storeys high its scale is emphasised by vertical pilasters and stone quoins. It has a fireproof structure of longitudinal wrought iron beams and transverse secondary beams under brick vaulting. Part of the Ashton Canal basin was filled in for its construction demonstrating the triumph of one transportation system over another.

## **M51 VICTORIA STATION**

SJ 840 990

The original 1844 station designed by Robert Stephenson, but it was extended the 1880s and in 1903. Notable features include the combined platform of 2,194 ft, the delicate glass and iron canopy, the restaurant with its coloured glass, the panelled booking hall, the wall map in white tiles and the main façade dating from 1903, which was designed by William Dawes and has exotic destinations along its length.

## **M52 KNOTT MILL STATION**

SJ 834 975

Originally built in 1849 for the Manchester South Junction & Altrincham Railway. Present structure rebuilt end of c19<sup>th</sup> (datestone of 1891). Note mock portcullis and tiled entrance hall which reminds the visitor that the site lies on the edge of the Roman fort.

## **ENGINEERING**

### **M53 VULCAN WORKS, JOHN HETHERINGTON & SONS, POLLARD STREET, MANCHESTER**

SJ 854 981

Textile machine works established in 1856. The multi-storey building at the east end, fronting Pollard Street, probably dates from this time, while that to the west dates from 1896. Although closed down in the 1930s the buildings have survived in multi-occupation to form most complete textile engineering works remaining in Greater Manchester. Hetherington also produced machine tools at the Ancoats Works and adjoining Hope Works, a former cotton mill, both of which still survive further east along Pollard Street.

## **M54 PHOENIX WORKS, CURTIS, SONS & CO.**

CHAPELTOWN STREET

SJ 851 980

Multi-storey textile machine works of c.1850. Curtis were textile machinery makers, reputedly established 1804 and notable for their contribution to the post-Roberts development of the self-acting mule.

## **M55 CASTLEFIELD IRON WORKS, CASTLE STREET**

SJ 831 975

Established c1850 by Robert Gilroy and taken over by Brighton & Sons and later by John Bass, hence the later erroneous name of Bass Warehouse. Refurbished structure, next to Dukes 92 public house. Built over Roman fort. Forge chimney and loading bay retained.

## **M56 DOT MOTORCYCLES WORKS, ELLESMERE STREET**

SJ 828 973

c1880. A brick mill type structure of four storeys and the second location for this business which made box pedal cycle delivery vehicles and up to 250cc scramble trial bikes and road-machines.

## **M57 NEWTON HEATH AREA**

centred SD 870 006

Engineering and transport centre. Mather & Platt, later the Park Works, survive. Railway junction and Lancashire & Yorkshire Carriage and Wagon works survives on Thorp Rd. Purpose built A V Roe aeroplane factory opened here in 1919.

## **M58 OPENSHAW & GORTON AREA**

centred SJ 879 966

Engineering centre for locomotives, automobiles and gas engines. Companies included Armstrong Whitworth, Beyer-Peacock and Premier, later Crossley, motor vehicle works on Crossley Street.

## **UTILITIES**

### **M59 BLOOM STREET POWER STATION**

SJ 842 971

Second MEC station to be opened in 1901 next



M53: Vulcan Works.

Photo Roger Holden

to Dickinson Street Power Station. In use recently for district steam heating in city centre. Original function for lighting and tramways. Boiler house 178 feet by 37 feet. Original plant included 11 coal fired Babcock & Wilcox Water Tube Boilers. Replaced in 1953 with oil fired boilers.

**M60 THE PUMP HOUSE, WATER STREET**

SJ 832 982

Brick and Stone pumping house, with elaborate exterior, opened in 1907, this is the last building of its type in Manchester. Originally equipped with six triple expansion pumping engines, at 135 psi, four Lancashire Boilers and two accumulators at 1,120 psi. Electrified around 1925. Station closed in 1972. A monument to an extensive public supply of hydraulic power which fueled much of Manchester's civic and industrial operations, such as raising the safety curtain at the Opera House, winding the Town Hall Clock or in the hydraulic cotton presses in the cotton bailing and packing warehouses. Now the Labour History museum.

**M61 SMITHFIELD MARKET, SHUDEHILL**

SJ 844 987

Purchased in 1846 by the city and important in feeding Manchester's population. At height covered 4.5 acres. Moved to Gorton in 1970s. Brick,



M60: The Pump House.

© Labour History Museum

iron and glass market hall of 1854, designed by Issac Holden with gothic and classical detailing, survives.

**M62 DAILY EXPRESS BUILDING, ANCOATS**

SJ 847 986, LBI1

Established in 1939 by the Express Group and described by Nikolaus Pevsner as 'the best building in Manchester between the wars'. Using William's characteristic black vitrolite cladding and horizontal ribbon windows, the building consists of offices over a double height press hall. Building is functionally styled with its stream-lined corners, towers, expressed cladding joints and the continuous window cleaner carrier rail. Now offices, although press hall is retained as an open space.



M62: Express Building.

Photo Steve Stockley



**INTRODUCTION**

The town of Bolton is best known for cotton spinning and Samuel Crompton, inventor of the spinning mule in 1779. This combined the roller *drafting* (drawing out the fibres) of Arkwright's water frame with the carriage drafting and spindle tip twisting of Hargreave's jenny, and produced a high quality yarn. Self-acting mules continued in use in Bolton mills until the 1960s. The south Lancashire towns concentrated on spinning; whilst weaving occurred mainly in north Lancashire. Bolton's mills specialised in fine spinning using mules.



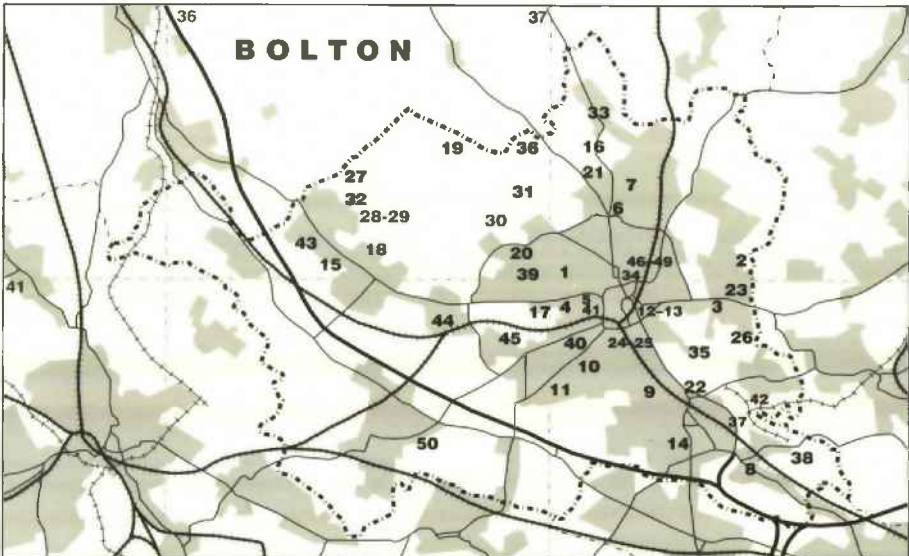
BO3: Gilnow Mill.

Photo David Lewis

The industry developed later than in Manchester, and although 19 cotton mills are recorded in 1818, most large mills date from the mid-19<sup>th</sup> century or later. As the textile industry grew so did Bolton, from a population of 24,195 in 1801 to 168,215 in 1901. In 1920 around 160 spinning mills were operating in Bolton with 9.5 million mule spindles and 2 million ring spindles; over 40 mills remain today, though only one at present is still spinning, Swan Lane No.1 Mill.

Weaving was not successfully mechanised until the 1820s, and hand-loom weaving continued until the mid century. It is estimated there were around 4,200 handloom weavers in Bolton in 1838 and some survived until the 1890s. A number of three storey stone weavers cottages survive in the district. Power looms were generally housed in a single story weaving shed with a saw-tooth roof and glazed north-facing slopes for even lighting. A few integrated units were built with a multi-storey spinning mill and adjoining weaving sheds but Gilnow Mill is the only survivor. In 1920 about 70 firms were weaving cloth in Bolton with around 40,000 looms, the highest number of any town in southern Lancashire.

Woven fabric was originally bleached by exposing it to sunlight in open fields or *crofts*. The process was speeded up by washing the cloth in an alkaline lye made from the burnt ashes of certain plants (*bowking*) and neutralising the cloth with dilute acid, originally sour buttermilk, later sulphuric acid made in lead chamber works. This method was slow, labour intensive and needed a plentiful supply of water,



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BO42: Bolton, Bury and Manchester Canal - stables, workshop and lock keepers cottage. Photo David Lewis



and so most bleach crofts lay north or north-west of the town centre. Chemical bleaching using chlorine was introduced to Bolton in the 1790s by the Ainsworths at Halliwell Bleachworks and the Ridgeways at Wallsuches Bleachworks in Horwich. Over 30 bleachworks have operated in Bolton and its surroundings; two still continue today, Belmont Bleachworks and the Ainsworth Finishing Company at Brightmet. Until the late 19<sup>th</sup> century paper was produced from cotton rags or other cotton waste. Paper making also required plenty of water and about 15 papermills have operated in Bolton; some were converted into bleachworks in the 19<sup>th</sup> century. Three remain in production, including Creams at Little Lever which has operated on the same site since 1677.

Most engineering companies were geared to the cotton industry. In Bolton three large concerns produced mill engines and other stationary engines, J & E Wood in Garside Street (closed 1912), John Musgrave (closed 1930; works site redeveloped) and Hick Hargreaves (still working). Mules and other textile machinery were produced by Dobson & Barlow at Bradley Fold (works closed & in multiple occupation) and by Richard Threlfall in Salop Street (now producing specialist valves.)

The productive seams of the Middle Coal Measures of the Wigan, Leigh and Worsley Coalfields extend to Bolton's southern boundary and 43 collieries were recorded in the area in 1854. The thinner seams of the Lower Coal Measures outcrop to the north of Bolton and Horwich. The underground canals of the Duke of Bridgewater's colliery system extended from Worsley Delph to north of Plodder Lane. The Hulton Collieries south of Chequerbent were also large and extensive. Smaller collieries extracted coal beneath much of Bolton, but in most cases little or nothing remains on the surface.

The Manchester, Bolton and Bury Canal opened in 1797. Most of the canal closed in 1937 following a burst at Little Lever. A short stretch of the Bolton arm remains in water from Nob End to Hall Lane, Little Lever. The Bolton terminal basin lies below St. Peter's Way (A666).

The Bolton and Leigh Railway opened in 1829. It was a typical early Stephenson line with inclined planes worked by stationary engines from Bolton through Daubhill to the summit and then down from Chequerbent into Atherton. The inclined planes were replaced by alternative (but still steeply graded) routes in 1885, and the whole line closed in the 1960s and was demolished in the early 1970s. The Water Place occupies the site of Great Moor Street Station in Bolton. The only other closed lines are a section of the Liverpool and Bury (later Lancashire and Yorkshire) from Trinity Street Station to Bury's Knowsley Street Station and the Halliwell/Astley Bridge branch.

## TEXTILES, SPINNING MILLS

### **BO1 ATLAS MILLS, CHORLEY OLD ROAD, BOLTON**

SD 701 100

★

Morrison's Supermarket covers the site of Mills 1 to 4, but the *Northern Mill Engine Society* occupies Atlas Mills No.4 Cotton Store at the rear of the site. The society aims to have a representative selection of most of the different types of steam engine used in the textile and associated industries. It is currently restoring about 20 engines ranging from a double beam engine of c1840 (maker unknown) to several small barring engines (used to 'bar' or rotate the crank of a large engine into a suitable position for starting), including a unique 1893 Musgrave 'non-dead centre' vertical engine. When sufficient funding becomes available the building will open as the Bolton Steam Museum. It is closed to the public at present but interested individuals are welcome to look in on working days (currently Wednesdays and Sundays.) *Atlas Mill No. 5* (Marsh Fold Lane, SD702097) has been demolished; the engine bed foundations and cotton store remain. Nearby are *Halliwell Cotton Works No. 1* (Haslam's Mill, Nortex Mill), 1850, Chorley Old Road, SD705098, and *Columbia Mill*, 1860, off Chorley Old Road, SD705096, both in multiple occupation. *Atlas Mills 6 and 7*, 1887 SD701101 and **8**, 1860 (Shipton Mill) SD700102 survive across Morningson Road. Mill 6 is mainly occupied by builder's merchants, Mill 7 is in multiple occupation and Mill 8, after being an engineering works in the 1930s is now a DIY shop. Mills 6 and 7 were powered by an 1888 2,500 HP Musgrave twin tandem compound engine. In 1925 the Musgrave Spinning Company had 450 000 spindles working in Atlas Mills.

### **BO2 FALCON MILL, HANDEL STREET**

SD 706 111 LBII

★

An example of concrete filler joist construction Cotton spinning mill, built 1907-1908, designed by George Temperley of Bolton. This mill was electrically driven with its own generating plant. It had a steam turbine and generator supplying large electric motors driving lineshafts on each floor. Spinning continued until the early 1990s.

### **BO3 GILNOW MILL, GILNOW ROAD**

SD 704 089 LBII

★

A good example of an integrated mid-Victorian mill (1847-68) incorporating both spinning and weaving (unusual for Bolton.). The engine house, boiler house and chimney remain. The adjacent Gilnow bleachworks has been demolished, the site occupied by housing and a school.

### **BO4 SPA MILL, SPA ROAD**

SD 711 094

★

The enginehouse, boiler house and chimney at

the rear have been demolished, but the original building of 1801 is mainly intact. Cotton spinning mill, later (c1893) a soap works and finally used for manufacturing furniture and a carpet warehouse.

### **BO5 ST. HELENA MILL, EDMUND ST**

SD713 093 LBII\*

★

Probably the earliest cotton mill standing in Bolton, built around 1780 and possibly water-powered. Rebuilt c1827 and steam operated from around this date. Owned and operated by the Walker Family for cotton waste spinning for almost 150 years from 1833 to closure in 1979. Two red-brick extensions of 1897 and 1906 have been demolished and the original building restored. The engine and boiler were housed internal; the chimney remains.

### **BO6 SIR JOHN HOLDEN'S MILL, BLACKBURN ROAD**

SD 716 122 LBII

★

Large cotton spinning mill built 1925-1926 by Sir John Holden & Sons. The last cotton mill built in Bolton it was electrically driven from the public supply, hence it lacked the usual chimney but has a prominent copper-dome capped water tower. Ceased in 1965.

### **BO7 EAGLEY MILLS, EAGLEY WAY**

SD 718 132 LBII

★

Three late 19<sup>th</sup> century cotton mills surviving from a complex of mills founded by James Chadwick as a thread works in 1820. Mills have been converted to apartments. The company was also responsible for much of the surrounding village at Bank Top. The village community included a school, a library with over 1,500 volumes, a reading room, dining and bathing facilities.

### **BO8 KEARSLEY MILL, CROMPTON ROAD, PRESTOLEE**

SD 752 057 LBII\*

★

A very complete example, including chimney, of an Edwardian mill (1906) which was electrically powered from its own generating plant. This has concrete floors supported by steel beams and cast-iron columns.



BO5: St Helena Mill.

Photo David Lewis





BO9: Beam engines - Northern Mill Engine Society Museum. *Photo David Lewis*

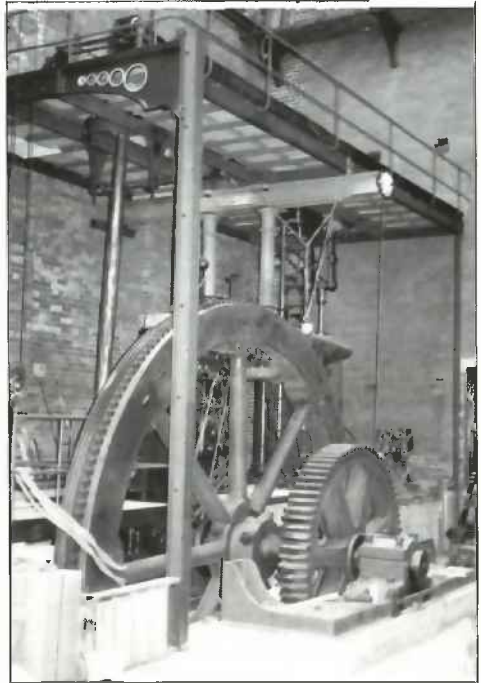
**BO09 BEE HIVE MILLS,  
CRESCENT ROAD**

SD 726 074

Mills 1 & 2 built 1895 & 1902. Together with Swan Lane Mills, these were the largest mills in the world at the turn of the century, with 262,000 mule spindles.

**BO10 LEVER STREET MILLS**

Ten Mills were located here; 4 remain. Albion Mill no.4 of 1870 remains (SD 718 083), with the associated cotton store (SD 717 084). Robin Hood Mills 1 & 2, 1882 (SD 718 080) on Lever Street are occupied. Grecian Mill of 1845 (SD 717 079; LBII), also survives in multiple occupation.



BO9: Beam engines - Northern Mill Engine Society Museum. *Photo David Lewis*

**BO11 SWAN LANE MILLS,  
HIGHER SWAN LANE**

SD 708 076 **LBII**

Three cotton spinning mills, No.1 built 1901, No.2 built 1904 and No.3 of 7 storeys built 1914 all to the designs of Stott & Sons, Manchester. When built, Mills 1 & 2 formed the largest single mill building in the world with 210,000 spindles. No.3 mill, closed 1963 and now in multiple use, is separate from the other two and much larger, of red Accrington brick with swan-theme decoration.

**BO12 CROAL MILL,  
BLACKSHAW LANE**

SD 701 085 **LBII**

A fine example of a medium size Edwardian cotton spinning mill built 1907, designed by the Bolton architects Bradshaw, Gass & Hope. The spindles were powered by 'Shelagh', an inverted vertical triple expansion engine of 1,300 hp, built by Yates and Thom of Blackburn (now scrapped.).

**BO13 GLOBE HOSIERY WORKS,  
BRIDGEMAN PLACE**

SD 721 088

Hosiery works of Hodgkinson & Gillibrand Ltd. A prominent brick building of 5-storeys plus basement with large windows and attic skylight fronting



BO11: Swan Lane Mills. *Photo Roger Holden*



**BO13: Globe Hosiery Works.**

*Photo Roger Holden*

Bridgeman Place. This is dated 1929 and behind it is a four-storey building dated 1884 with an octagonal chimney set into the Ash Street frontage. Knitting works such as this are rare in Greater Manchester, for another see Daisy Works, Manchester.

**BO14 MILLS IN THE MOSES GATE AREA**

SD 73 06

★

A group of cotton spinning mills. In Gower Street, Cobden Mill of c1890 (LBII; SD 733 062); to the north in Cawdor Street, Bolton Textile Mill No 2 of c.1905 (SD 732 065). In Lorne Street, Horrockses' Mill of 1915 (LBII; SD 733 066); this is in very good condition although it has lost its chimney. Adjoining this is a weaving shed of earlier date.

**BO15 WEAVERS COTTAGES, CHURCH STREET, HORWICH**

SD 644 115

★

Large group of cotton handloom weavers cottages dating from the early 19<sup>th</sup> century. These have cellar loomshops, rather than the more widely known top floor loomshops used for woollen weaving.

**BO16 HANDLOOM WEAVERS' COTTAGES, VALLETTS LANE**

SD 701 103

★

This row of stone-built cottages was converted in 1801 from a dyeworks opened by Matthieu Valette and Richard Ainsworth of Halliwell Bleachworks in the 1790s.

**BO17 HANDLOOM WEAVERS' COTTAGES**

★

Early 19<sup>th</sup> century weavers' cottages remain at 21-35 Gaskell Street (SD 709 099); 591 & 593 Halliwell Road (half-cellar windows remain SD 703 112); The Peels Arms, 427 Halliwell Road, is converted from 3 cottages (SD 705 110).

**BO18 WALLSUCHES BLEACHWORKS, CHORLEY OLD ROAD, HORWICH**

SD 654 117 LBII

★

Established in 1777, extensive complex with many early stone and brick buildings surviving. The first



**BO15: Weavers Cottages.**

*Photo Roger Holden*

specific record of a steam engine in Bolton is a Bolton and Watt 10 HP engine here in 1798. This site was one of the first to utilise chemical bleaching in the late eighteenth century.

**BO19 BELMONT DYING CO, EGERTON ROAD**

SD 677 157

★

The works dates from before 1823, and some nineteenth century buildings remain on both sides of the road. The company remains in business, processing imported cotton cloth.

**BO20 HALLIWELL BLEACHWORKS, SMITHILLS CROFT ROAD**

★

Only the chimney (LBII, SD 694 114), flue (SD 695 113) and lodge (Victoria Lake, SD 692 116) survive. Started by Peter Ainsworth I in 1739, and developed by following generations. Smithills Hall was purchased in 1801 and J H Ainsworth opened small coal mines on the Hall estate and built a tramway system to the bleachworks (BO31). Chemical bleaching was developed here by Richard Ainsworth and a Frenchman, Matthieu Valette, at the end of the 18<sup>th</sup> century.

**BO21 DUNSCAR BLEACHWORKS, BLACKBURN ROAD**

SD 713 135

★

One of 7 bleachworks sited on the Eagley Brook. Built 1821. Many buildings remain, now in multiple occupation.



**BO18: Wallsuches Bleach Works.**

*Photo David Lewis*

## **BO22 SPRINGFIELD BLEACHWORKS**

SD 736 097

★

Established 1836 and now in multiple occupation. Some interesting 19<sup>th</sup> century buildings survive.

## **BO23 BRIGHTMET BLEACHWORKS, REDBRIDGE**

SD 752 099

★

Started in 1849, now in multiple occupancy. Buildings survive on two levels, hemmed in a narrow clough, with a fine chimney.

## *ENGINEERING*

## **BO24 HICK HARGREAVES, CROOK STREET**

SD 717 086

★

In 1833 Benjamin Hick built the Soho Ironworks in Crook Street. The Hargreaves brothers were taken into partnership in 1845 and the firm has traded as Hick Hargreaves from then to the present day. The firm originally built both locomotives and stationary engines. Now specialises in compressors, refrigeration equipment, liquid ring motors and industrial blowers. The factory was occupied until recently but is now largely empty, awaiting clearance and redevelopment. An 1886 inverted vertical engine of Hick Hargreaves has been preserved (electrically driven) in a glass case in Oxford Street in the town centre (SD 716 093).

## **BO25 RICHARD THRELFALL, SALOP STREET**

SD 721 088

★

Richard Threlfall founded a company in 1834 to make textile machinery, especially mules. The chimney and some 19<sup>th</sup> century buildings survive; the firm now makes specialist valves.

## **BO26 DOBSON AND BARLOW, BRADLEY FOLD LANE**

SD 761 085

★

The firm began as Dobson and Rothwell in 1790 in Blackhorse Street making textile machines; the site is now occupied by the town market. In 1846 they moved to Kay Street, and in 1850 Edward Barlow joined the company. In 1906 the firm moved to a new works at Bradley Fold. Taken over by Platts in 1970, the works is now closed.

## *MINING*

## **BO27 WILDERSMOOR COLLIERY, GEORGE'S LANE, HORWICH**

SD 648 128

★

Drift mine closed in 1961. Some surface remains, including a tramway incline from the collapsed drift entrance to the Wildersmoor Fireclay Works, closed in 1980. The underground workings covered a considerable area up the slope towards the television mast on Winter Hill. The two seams

of the Sandrock Mine are here about 25 feet apart and worked separately as the Great Mine (lower) and Little Mine (upper).

## **BO28 MONTCLIFFE COLLIERY, GEORGE'S LANE, HORWICH**

SD 654 123

★

The first shaft was sunk in 1820 and the mine operated continuously from 1882 until the mid 1960's working the Sandrock Mine, the lowest workable coal seam in the Lower Coal Measures, which is split into two workable seams with good quality fireclay below each. Little remains on the surface. The site of no.1 shaft is in a private garden and a glimpse of the brickwork of no.2 shaft can be seen on the edge of the quarry workings. A gated drainage level is hidden in the woods below a small delph and supplied the Markland reservoir, built as a water supply for Horwich in the 1890's and now drained. The mine extracted coal and fireclay, which was transported to a sanitary ware works in Horwich owned initially by Adam Mason, and later by John Crankshaw.

## **BO29 WINTER HILL COLLIERIES**

★

These are mainly 19<sup>th</sup> century workings, working the Sandrock Mine (locally called the 'Mountain Mine') and associated fireclay at the base of the Lower Coal Measures. Newfields Colliery (SD 668 126) has remains of shafts, drifts, building foundations and a lagoon, with a paved cartroad to Walker Fold (SD 676 123). Winter Hill Colliery (SD 658 137) by the side of the tarmac road to the television mast has remains of shafts, drifts and the kilns and associated buildings of the Winter Hill firebrick and tile works. Holden's Colliery (SD 665 139 to 668 143) on the track from Coal Pit Lane up to the mast has shafts by the side of the path with a millstone lying nearby and a NNE line of drifts heading up the hillside.

## **BO30 MINERS' COTTAGES, COLLIER'S ROW ROAD, SMITHILLS**

SD 682 125

★

A row of late 18<sup>th</sup> century Miners' Cottages occur at Colliers Row and mid-19<sup>th</sup> century cottages at nearby New Colliers Row with a school of 1885.

## **BO31 SMITHILLS COLLIERIES, SMITHILLS DEAN ROAD**

★

J H Ainsworth of Halliwell Bleachworks opened several small pits on the Smithills Hall Estate in the first part of the 19<sup>th</sup> century, connected to the bleachworks by a tramway. Harricroft Farm (SD 703 122) has the remains of an embankment. At Tippet House are spoilheaps and shaft mounds (SD 698 125, 697 126 & 694 125). Smithills Dean Road has tramrails of the 1840s tramway as fencing along the East side, near the entrance to Smithills Hall (SD 698 117 to 696 119) and a low wall of stone sleepers in a wood (SD 696 120).



## QUARRIES

### **BO32 MONTCLIFFE QUARRY (ARC), GEORGE'S LANE, HORWICH**

SD 655 122 \*

This works the Ousel Nest Grit in the Lower Coal Measures, producing sandstone chippings for roadstone or aggregate.

### **BO33 COX GREEN QUARRY, COX GREEN ROAD, EGERTON**

SD 718 146 \*

One quarry has been landfilled but one remains (disused) with access by tunnel under Cox Green Road.

## CHEMICALS AND PAPER

### **BO34 LION OIL WORKS, ST GEORGE'S ROAD**

SD 718 096 \*

Thomas Moscrop founded this company in 1838, specialising in oils and lubricants for the textile and engineering trades. Nothing remains of the original works in Folds Road, but the existing building, originally an iron foundry from 1806, was taken over principally as a warehouse. Closed in 1978.

### **BO35 ROBERTS LABORATORIES, BURNDEN ROAD**

SD 727 081 \*

The former Burnden Bleachworks of 1750 was taken over in 1948 to manufacture 'Croupline' cough medicine, 'Zubes' cough pastilles and other medicinal products. The works closed in 1990. The bleachworks administrative building still survives.

### **BO36 CHARLES TURNER, SPRINGSIDE PAPER MILLS, BELMONT ROAD**

SD 692 150 \*

Established in 1834 by John Livesey Jr and still in production, on the Eagley Brook.

### **BO37 CREAM'S PAPER MILL, MYTHAM ROAD, LITTLE LEVER**

SD 757 064 \*

This was established by James Crompton in 1677. It is now the Danesco Paper Co. Probably the oldest working paper mill site in south-east Lancashire, though most buildings are recent.

## TRANSPORT

### **BO38 RINGLEY OLD BRIDGE, RINGLEY**

SD 763 053, SAM \*

**22** Packhorse bridge of 1677 comprising two large arches with triangular buttresses between them, with a smaller arch terminating below the parapet.



BO34: Lion Oil Works.

*Photo David Lewis*

### **BO39 DOFFCOCKER TOLL-HOUSE, CHORLEY OLD ROAD**

SD 697 105 \*

The tollhouse of 1785 survives with possibly some of the original road surface of the pre-1785 earlier turnpike route behind it.

### **BO40 BOLTON TRAMWAYS GENERATING STATION & OFFICES, SPA ROAD**

SD 711 092 \*

Opened in 1894 to provide electricity for lighting and extended in 1899 to power the new electric tramway system using Mather and Platt DC dynamos driven by Hick Hargreaves and Musgrave steam engines.

### **BO41 BOLTON TRAMWAYS MAINTENANCE DEPOT, CARLTON STREET**

SD 721 089 \*

This was opened in 1913 and was subsequently a bus depot and later a bowling alley.

### **BO42 MANCHESTER, BOLTON & BURY CANAL, NOB END, LITTLE LEVER**

SD 752 065 \*

The 1797 canal basin, Irwell aqueduct, lock-keeper's house, canal cottages and workshops and the remains of the 6 locks can all be seen.

### **BO43 HORWICH LOCOMOTIVE WORKS CHORLEY NEW ROAD, HORWICH**

SD 638 108 \*

The Lancashire and Yorkshire Railway Company's works was built on a green field site in 1887. The brick-built works closed in 1983, but most buildings survive, in multiple occupation.

### **BO44 GOODS SHED, LOSTOCK JUNC. RUMWORTH ROAD, LOSTOCK**

SD 674 087 \*

The only goods transshipment and storage shed remaining in the area, ex Lancashire and Yorkshire railway.

**BO45 BOLTON AND LEIGH RAILWAY \***

Parts of the Daubhill Inclined Plane of 1829 can be traced west of the infilled underbridge on Fletcher Street (SD 714 083) and along the sides of Lumsden Street and Flora Street (SD 713 082 to 710 080). The 1829 and 1885 routes converge near the junction of Deane Church Lane and St. Helen's Road (SD 699 074).

**BO46 BOLTON RAILWAY STATION, TRINITY STREET**

SD 719 097 \*

1904 platform buildings survive, including the original glazed windows on the 'up' platforms 1 and 3, e.g., 'First Class Gentlemens' Waiting Room'.

**BO47 RAILWAY VIADUCT, ST PETER'S WAY**

SD 722 093 \*

A viaduct with cast iron arches, opened in 1848 by the Bolton, Blackburn, Clitheroe & West Yorkshire Railway and still in use on the Bolton to Blackburn line.

**BO48 TONGE VIADUCTS, WATERLOO STREET**

SD 724 101 \*

Stone-arch viaducts across the Tonge valley for the Blackburn line (in use) and the Astley Bridge branch (disused).

**BO49 BURDEN RAILWAY VIADUCT, ST PETER'S WAY**

SD 726 083 \*

This disused iron lattice girder viaduct was opened in 1848 by the Liverpool & Bury Railway.

**BO50 BOLTON AND LEIGH RAILWAY**

SD 673 061 to SD 678 065 \*

The embankments of the original 1829 route at higher level and the lower 1885 diversion can be viewed from the M61 at Junction 5 or from the A58 Wigan road between the M61 and the A6 at Chequerbent. SD 674 061 \* The Crossing Keeper's House of the 1829 high level route stands on the A6.



Brooksbottom Mill. See *Introduction to Bury*, page 24

## INTRODUCTION

Bury is one of the ancient market towns of Greater Manchester, its charter going back to 1440. Along with the villages of Radcliffe and Tottington it was the focus of pre-industrial settlement in this part of the Irwell valley. The modern borough encompasses not only Bury, but the districts of Prestwich, Radcliffe, Ramsbottom, Tottington and Whitefield, and straddles the upper Irwell valley and a westerly branch formed by the Kirklees Valley.

Cattle and sheep rearing were significant features of the local Medieval economy, but there is also evidence for iron smelting along the upland fringes around Holcombe and Pilsforth.

Probate evidence during the 17<sup>th</sup> century and the remains of many stone three storey weavers' cottages from the 18<sup>th</sup> century, especially in the hamlets of Ainsworth, Elton (on the western fringes of Bury town), Holcombe and Pot Green, indicate that domestic textile production was becoming an important factor of the local economy in this part of the Irwell Valley. Throughout this period Bury's textile industry was dominated by woollens and based upon the domestic production of yarn and cloth as well as water-powered fulling mills.

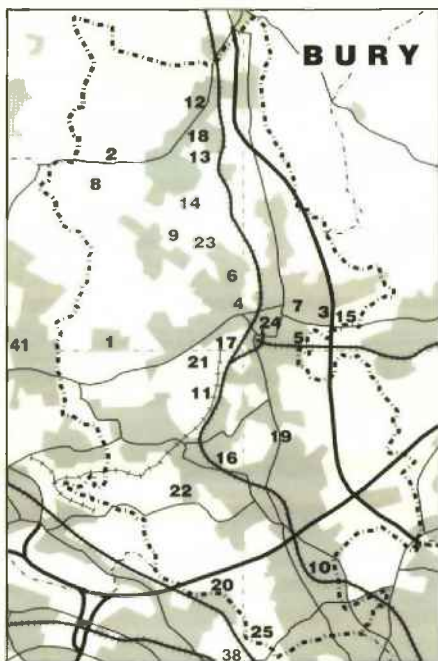
The establishment of Brooksbottom Mill calico printing works (see photo, page 23) in 1773 by the Peel family marked the beginning of the rise of the cotton industry in Bury and the true start of the industrial revolution in this part of the upper Irwell valley. In the early 19<sup>th</sup> century cotton became the major textile industry in the valley with the rivers Roch and Irwell providing power for spinning mills and processing water for the finishing trades. During this period a number of clusters of cotton mills emerged in the ancient settlements of Bury, where there were seven by 1818, and Radcliffe, which led to their rapid expansion. Bury's population grew from 9,152 in 1801 to 58,029 in 1901. Ramsbottom developed as a wholly new mill town.

As industry boomed in the valley this encouraged the building of a canal link. The Manchester and Bolton Canal was extended as far as Bury by 1797. Amongst the most notable sites from this period are Brooksbottom Mill, where the cotton industry began in the late 18<sup>th</sup> century (although there are no remains of that period there are some fine mid-19<sup>th</sup> century structures); The Burrs complex, first founded in 1790 with remains displayed for the public; and Field Mill in Ramsbottom, a fine example of a small-scale mid-19<sup>th</sup> century spinning and weaving complex.

Although Bury had few of the classic late 19<sup>th</sup> century spinning mills which remain such a striking feature of the Leigh and Oldham landscapes, there survives a grouping of three large brick mill blocks known as Peel Mills in Bury.

By the late 19<sup>th</sup> century bleaching, dyeing and cotton printing were the most dominant parts of Bury's textile industry. Of the 271 industrial sites known from the Bury area during the 19<sup>th</sup> century 37 were primarily bleachworks, 33 dyeworks and 15 printworks. Such sites can be found all along the Irwell Valley; at Radcliffe there were a number of bleachworks, whilst there are notable remains in Ramsbottom of three such complexes. However, the centre of this part of the industry was the Kirklees Valley, to the west of Bury town, where there still survives a fine collection of textile finishing sites. Amongst the most complete are the Stormer Hill Works and the Tottington Print Works.

**24** Engineering was a significant element of Bury's economy during the 19<sup>th</sup> and 20<sup>th</sup> centuries. The opening of the East Lancashire Railway up the Irwell Valley as far as





Rawtenstall in 1846 led to the establishment of the company's headquarters in Bury and in 1856 the Buckley Wells Locomotive Works for the company. The unusual Hazelhurst engineering works in Ramsbottom, with its long domestic-style windows, is a reminder of the domestic origins of this industry. Another important industry during the 19<sup>th</sup> and 20<sup>th</sup> centuries was paper making and two extensive complexes survive at Bridge Hall Mills in Bury and the East Lancashire Paper Mill complex in Radcliffe. Although coal was extensively mined along the Irwell and Irk valleys around Radcliffe during the late 18<sup>th</sup> and 19<sup>th</sup> centuries, where there were once 17 collieries, little now remains. Another industry of which there is little trace is hat making, 16 firms are recorded in 1864, although only the Chesham Felt hat works still survives. It was this industrial diversity which allowed Bury to withstand the decline of the textile industry during the 20<sup>th</sup> century.

## TEXTILES

### **BU01 WEAVERS' COTTAGES, AINSWORTH**

SD 764 104

★

A small village to the west of Bury with a variety of 18<sup>th</sup> century three-storey stone weavers' cottages with taking in-doors.

### **BU02 CROWN MILL, HAWKSHAW, BURY**

SD 760 151

★

1830s stone-built three storey cotton waste mill with weaving shed, engine house and chimney. Added to the end of an earlier row of cottages.

### **BU03 MOSSFIELD MILLS, CHESHAM FOLD ROAD, BURY**

SD 819 114

★

The mill is a good example of an early/mid 19<sup>th</sup> century spinning mill. Extant buildings include a

stone spinning mill of two phases, a late 19<sup>th</sup> century weaving shed, two late 19<sup>th</sup> century warehouses and 20<sup>th</sup> century offices.

### **BU04 PEEL MILLS, GORDON STREET, BURY**

SD 802 114

★

A major group of three late 19<sup>th</sup> and early 20<sup>th</sup> century cotton spinning mills close to the town centre. No.1 Mill of 1884 to the south but partly demolished, No.2 Mill of 1892 in the centre with the electrically driven No.3 Mill of 1913 to the north. At its maximum the complex had 244,000 spindles.

### **BU05 PILOT MILL, JAMES STREET, BURY**

SD 813 101

★

Cotton spinning and doubling mill, built 1905. Characteristic display of terra-cotta work but has lost its chimney and the decorative top to the water tower.

### **BU06 THE BURRS, BURY**

SD 798 126

■

Burrs is one of Bury's earliest industrial sites, notable for its exploitation of water and its association with the Peel family. Between 1790 and 1980 it was dominated by two cotton spinning mills, Burrs and Calrows mills, and the communities clustered around them. The most interesting remains of these mills have been preserved including the octagonal chimney, waterwheel pits, artificial watercourses, the substantial canal feeder aqueduct over the River Irwell and the lodges. The Brown Cow pub was built as a farmhouse in 1752 and became a beerhouse, when the mill workers arrived. The preserved East Lancashire Railway line passes through Burrs. Opened in 1846 the line connected Manchester and Accrington. Reopened in 1986, the line now connects Rawtenstall and Bury. It is intended to construct a halt at Burrs. Now a Country Park.

### **BU07 CHESHAM FELT HAT WORKS, BRIGHT STREET, BURY**

SD 813 113

★

An example of formerly important localised manu-**25**  
facture of hatting and felt industry. Extant buildings



BU01: Weavers Cottages - Ainsworth



BU09: Stormal Hill Bleach Works and Tottington Viaduct.  
Photo Barri Jones © GMAU



BU12: Field Mill. RCHME © Crown Copyright

include late 19th century stone and brick buildings, boiler house and some 20th century offices.

**BU08 TWO BROOKS BLEACHWORKS, HAWKSHAW**

SD 759 146

Remains of stone walls, slabs, channels and lodges of bleach and calico works dating back to the late 18th century. The square mill chimney still survives on hillside some distance south of the site.

**BU09 STORMAL HILL PRINT & BLEACHING WORKS, KIRKLEES VALLEY**

SD 777 135

Founded 1815 site comprises a series of lodges with at their northern end a stone-built range of one, two and three storey structures for dyeing and printing. Originally water-powered. Steam engine installed in early 19th century, although only chimney survives. The works comprise a long low building in the centre of the site, surrounded by a large number of 19th century one and two storey buildings, a late 19th century octagonal brick chimney, offices, reservoirs, leats and sluices.

**BU10 ALBION MILL, PRESTWICH**

SD 823 039

Originally a cotton weaving mill of the late 19th century. The weaving shed, warehouse with distinctive brick work and arched loading door and, a square brick original chimney survive, together with the boiler house. Now occupied by firm of tanners

**BU11 WARTH MILL, RADCLIFFE**

SD 796 091

The brick built mill from around 1900 is best known for its use as a POW camp during World War II and witnessed a famous escape. A small cotton weaving and spinning mill, warehouse, four storey sprinkler tower and octagonal brick chimney survive. The original complex has been added to during the 20th century.

**BU12 FIELD MILL, RAMSBOTTOM**

SD 794 170

Steam powered spinning mill with weaving shed and ancillary buildings dating to the mid to late 19th century. Non-fireproof mill with joisted timber floors supported by a single row of cast-iron columns. The weaving shed is one of the few surviving examples in the Bury area.

**BU13 BROOKSBOTTOMS MILL AND VILLAGE, SUMMERSEAT**

SD 794 152 **LBII**

A site in the Irwell valley near Ramsbottom where the cotton industry was established in 1773 by Robert Peel in a calico printing works. The mills were acquired by John Robinson Kay in 1830 who developed the surrounding village. Production ceased in 1978 by which time the village was in a state of decay but has subsequently been renovated with the remaining stone built multi-storey 1874-6 spinning mill being converted into residences.

**BU14 TOTTINGTON MILL PRINT WORKS, TOTTINGTON**

SD 780 136

Joshua Knowles acquired the site in 1821 and built it up into a large printing and bleach works. Substantial remains include reservoirs, leats, engine beds, walls, cellars and filter beds. The largest reservoir is crossed by a viaduct of Lancashire & Yorkshire Railway, Bury to Holcombe branch.

## PAPERMAKING

### BU15 BRIDGE HALL MILLS, BURY

SD 829 109

★

Historically the most interesting paper-making site in Bury. Little is visible of the extant buildings of 1861 as more recent buildings of the 20th century surround them. The earliest reference is to George Warburton, paper maker, in 1716 and in 1721 to eight pairs of moulds, vat and spout for hand making of paper. The site was worked by Thomas Crompton c1766-1810 and contained two vats and water-powered beaters for making pulp. Between 1814 and 1817 a Fourdrinier paper-making machine was installed. The site had a world wide reputation and in the late 19th century contained eleven paper-making machines.

### BU16 EAST LANCASHIRE PAPER MILL RADCLIFFE

SD 791 073

★

The paper mill was built on the site of a former calico-printing works and barracks and is part of the 19th century expansion of the paper industry in the Bury area and by 1908 contained six paper making machines by Bentley and Jackson and Walmsley's of Bury.

## ENGINEERING

### BU17 BUCKLEY WELLS LOCOMOTIVE WORKS, BURY

SD 799 101

★

One of the oldest railways workshops to survive and until recently the only example in use as a workshop. Built by J S Perrings in 1856 for the East Lancashire Railway Company, it consists of two parallel brick ranges of 28 bays.

### BU18 HAZELHURST ENGINEERING WORKS, RAMSBOTTOM

SD 782 156

★

Early 19th century, three storey, stone-built, engineering workshop with continuous 23 mullioned windows along top floor front and rear. Square stone chimney. Reminiscent of Pennine domestic workshops.



BU17: Buckley Wells

## TRANSPORT

### BU19 BLACKFORD OLD BRIDGE

SD 806 076

★

The ruins of a twin span 17th century stone bridge including two abutments, the central splayed pier and large ashlar blocks forming part of the span.

### BU20 MANCHESTER, BOLTON AND BURY CANAL

Opened in 1791 but not reaching Bury until 1797 this canal ran from the Clifton Aqueduct (SD 793 035) over the River Irwell for 5 miles up the valley, rising to 187 feet. A short east west stretch has survived to the north of the aqueduct and is being restored. Features along the canal include, Fletchers canal, opened 1791 and last used for commercial traffic in 1935; a canal feeder route at Lower Elton (SD 795 110) with embankments, substantial retaining walls, and a five-arched skewed masonry viaduct; flight of former canal locks at Little Lever (SD 752 065), aqueduct over river, pack horse bridge and sewer bridge; a steam crane survives on the northern bank at SD 768 068.

### BU21 ELTON RESERVOIR, BURY

SD 789 095

★

Built in 1790s to supply Manchester, Bolton & Bury Canal, 914m by 366m at its widest. Feeder can be traced from the north end of reservoir to weir on River Irwell at The Burrs.

### BU22 OUTWOOD VIADUCT, RADCLIFFE

SD 781 067

■

Built by Andrew Handyside & Co of Derby in 1881 at a cost of £4225, for the use of the LYR. A handsome structure consisting of five cast iron arches on brick pillars with stone abutments, formerly overlain with a wooden deck and rails. The viaduct after extensive repair has been opened as a public pathway and forms an industrial heritage gateway to the Irwell Sculpture trail.

### BU23 TOTTINGTON VIADUCT, TOTTINGTON LOWER END

SD 778 135

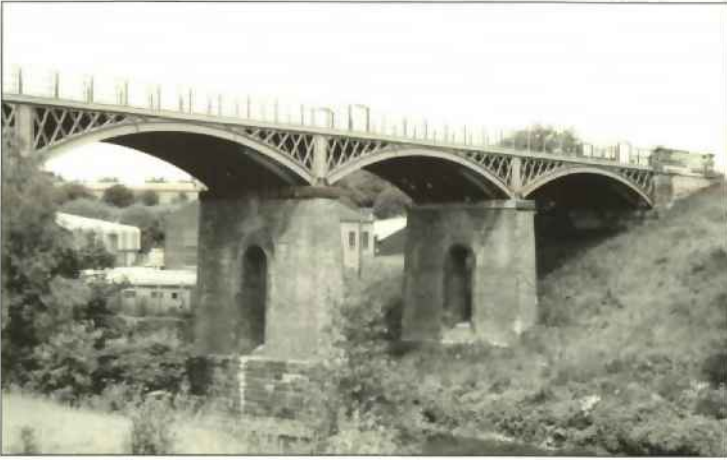
■

This impressive nine arch stone viaduct was built for Bury and Tottington District Railway over the



BU18: Hazelhurst Engineering





BU22: Outwood Viaduct

main reservoir of Tottington Mill. Opened in 1882, it closed in 1963. Built of rock-faced stone with ashlar to the underside of the arches and to the keystones, it has a string course below the springers. At track level at either end and either side of the viaduct are concrete mounting blocks with holding down bolts, probably bases for supporting overhead cabling and installed when the railway was electrified in 1912. The rails have been removed and viaduct now forms part of a footpath.

**BU 24 EAST LANCASHIRE RAILWAY ■**

The Bury to Rawtenstall section of this railway was opened in 1846 and closed in 1980. Re-opened in 1987 as a private line by rail enthusiasts, supported by Bury and Rossendale councils. Includes Bolton Road Station, in Bury now a transport Museum (SD 802 107). All that remains of the station and offices, which became the East Lancashire Railway headquarters, is the approach paved with stone setts and surrounding walls. The goods station is the home of the Bury Transport Museum, which houses industrial locomotives, rolling stock and road vehicles. Ramsbottom Station (SD 793 168) has associated level crossing, timber and brick signal box and footbridge.

*UTILITIES*

**BU 25 THIRLMERE AQUEDUCT, PRESTWICH**

SD 807 020

★

Manchester was at the forefront in the provision of clean water to its citizens and this magnificent aqueduct was designed to supply Manchester with water from the Lake District. It is built in a combination of materials. Its distinctive features include cast iron arches with decorative pierced spandrels, arcaded parapet balustrading with a moulded handrail, a plaque 'Manchester Corporation Water Works - 1892', intermediate ashlar-faced piers and carved and domed cutwaters on the north west side. The aqueduct deck is divided into three longitudinal bays carrying large section supply pipes and subsidiary piping.



BU25: Thirlmere Aqueduct



## INTRODUCTION

The modern Metropolitan Borough of Oldham encompasses the old county borough, to which were added the urban districts of Chadderton, Crompton, Failsworth, Lees and Royton in 1974, along with the Saddleworth district of West Yorkshire. This is an upland landscape encompassing the upper Medlock and Tame valleys, with an extension eastwards into the Pennine uplands along the Chew Valley.

Prior to industrialisation the area was dominated by dispersed agricultural settlements. The marginal nature of agriculture in this part of the Pennines led to the development of a strong domestic-based textile industry in the 18<sup>th</sup> century, and in the Saddleworth area completely eclipsed agriculture as the main industry. Many Saddleworth buildings may still be seen where loomshops in upper rooms needed a longer row of windows and taking-in doors. The many fast flowing rivers in the area encouraged the building of water-powered textile mills from the 1770s onwards, particularly woollen mills in the Saddleworth villages of Uppermill, Greenfield, Dobross, Diggle and Delph. However, from the early 19<sup>th</sup> century Oldham was the focus for urban growth, its population rising from just over 12,000 in 1801 to over 137,000 in 1901.

Oldham was not of great importance in the early years of the cotton industry, although it did have 19 cotton mills in 1818. Even so, its rise to dominance came in the second half of the 19th century when it became the world's manufacturing centre for cotton spinning. It overtook Manchester and Bolton as a result of a mill building boom in the 1860s and a further boom in the 1870s confirmed its position. This

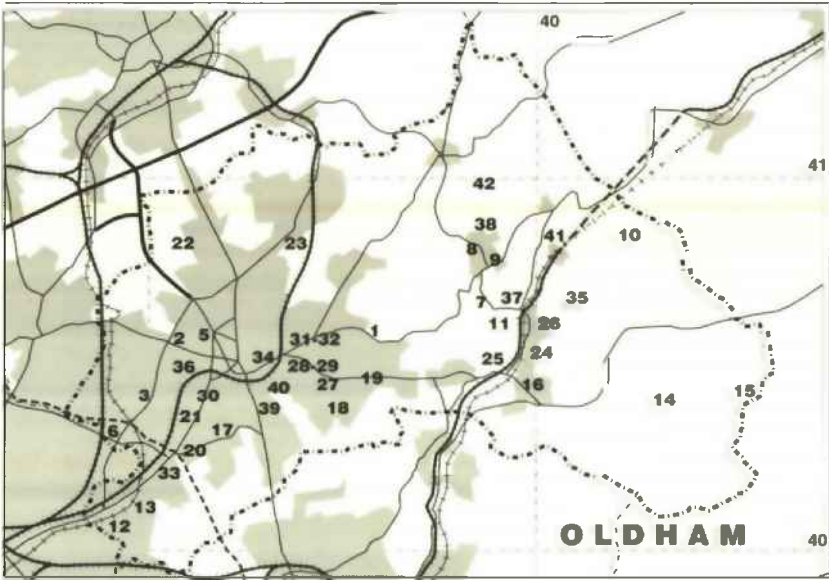


above: OL22: Park Mill, Royton.  
top: OL09: Shore scribbling mill, Delph

Photo Roger Holden

mill building culminated in a final massive expansion in the Edwardian period, with mills of unprecedented size built by companies taking advantage of the new laws on limited liability. By 1911 there were 16.4 million spindles in Oldham, compared with a total of 58 million in the UK and 143.5 million in the world. However, the industry reached its peak with the opening of the last new mill in Oldham, Elk Mill, in 1928. When it closed at the end of 1998 it was the last mill in Oldham to be spinning cotton.

Oldham developed an extensive engineering industry, strongly linked to the cotton industry. Platt Brothers originated in Saddleworth but moved to Oldham, developing large works on two sites, at Greenacres



Moor and at Werneth. It became the largest textile machine makers in the world employing over 15,000 people, twice the size of their nearest rivals, Dobson & Barlow in Bolton and Asa Lees on Greenacres Moor, Oldham. Although textile engineering declined with the industry, leading to the demise of Platts in 1982, other engineering firms arrived, notably Ferranti in 1896 representing the 20th century electrical and, later, electronics industry. Ferranti went into receivership in 1993 but some of its former works continue in other hands, notably the original Hollinwood site now operated by Siemens.

Coalmining was another of the major industries of the area (there were 28 collieries in 1854), but nothing now remains of this.

Despite its former dominance Oldham was and sometimes still is often overshadowed by its neighbouring cotton towns. In part this was because the town lay at the end of many transport routes. Although some turnpike roads passed through, the hilly landscape meant that the nearest the canal came was a branch to Hollinwood, the main lines of the Rochdale Canal and Huddersfield Canal were well away to the west and east respectively.

Oldham was never on a main line railway, the first railway being a branch of the Manchester & Leeds Railway opened in 1842 which terminated at Werneth after climbing an incline of 1 in 27. A later route eased the incline and extended round to the south of the town centre, continuing to Shaw and Rochdale with a branch to Royton. Other lines, now closed, came in from Ashton-under-Lyne and Greenfield. A complex of railways and goods yards grew up in the area to the south of the town centre.

Oldham ultimately had four stations; Central Werneth, Clegg Street, Glodwick Road and Mumps. Just as the canal and railway eras left Oldham on branches, so it is with the motorway era. The trans-Pennine M62 passes to the north with a branch towards Oldham which terminates where it meets Chadderton Broadway, some distance from the town centre.

Oldham ceased to be the largest single centre of cotton spinning in 1964. Many mills have been demolished but those that remain still form impressive features in the Oldham landscape, a reminder of the town's former industrial dominance. The successful conversion of several large cotton mills to residential and commercial uses demonstrates Oldham's continuing ability to re-invent itself.



OL29: Soho Iron Works, Asa Lees & Co Ltd.

Photo Roger Holden



## TEXTILES

### **OL01 AUSTERLANDS MILL, HUDDERSFIELD ROAD, AUSTERLANDS**

SD 958 055

★

Built in 1819 with a weaving shed. Unusual mill chimney connected under the road to higher ground north of the mill. Now occupied by Pan Amusement Products Ltd.

### **OL02 FALCON MILL, VICTORIA STREET, CHADDERTON**

SD 911 057

★

While Oldham was predominantly a cotton spinning town it did have a fair number of weaving sheds which specialised in the weaving of velvet. This is one of the survivors, built 1885, now in multiple occupation.

### **OL03 MILLS**

#### **FIELDS NEW ROAD AREA, CHADDERTON**

★

Along Fields New Road and just off it is a concentration of mills: Chadderton Mill (1885, **LBII**, SD 907 044), Hartford Mill (1907, **LBII**, SD 911 045), Mona Mill (1905, SD 906 042), Nile Mill (1898, **LBII**, SD 904 043), Raven Mill (1907, SD 903 042) and Gem Mill (1901, SD 904 040). Nile Mill was built for ring spinning and powered by beam engines rather than the horizontal engines more typical for this date.

### **OL04 MALTA MILL, MILLS HILL ROAD, CHADDERTON**

SD 889 058

★

The survivor of a number of mills which lined the canal in the Mills Hill area. Built 1905, designed by F W Dixon.

### **OL05 MANOR MILL, VICTORIA STREET, CHADDERTON, OLDHAM**

SD 509 105, **LBII**

★

Cotton spinning mill, built 1906 and now the most outstanding surviving example of an Oldham mill of that era, complete with chimney and domed water tower announcing the name of the mill. Built of red brick with stone dressings, five storeys high. Its partner, Kent Mill of 1908, has been demolished.

### **OL06 MILLS AT WHITEGATE, CHADDERTON**

★

A good group of four Edwardian cotton spinning mills although now lacking chimneys and other parts. Ram Mill of 1907 (SD 896 040), Rugby Mill of 1908 (SD 895 039), Gorse Mill also of 1908 (SD 897 039), and Ace Mill (SD 896 037) which was used for aircraft production during the war and did not start spinning cotton until 1919.

### **OL07 GATEHEAD MILL, DELPH NEW ROAD, DELPH**

SD 986 072

★

Stone-built water-powered cotton mill, 1781. Converted to woollen fulling mill by 1789. Now occupied by Saddleworth Yarn Dyers Ltd

### **OL08 PINGLE MILL, DELPH**

SD 979 081

★

Three storey stone-built water-powered scribbling mill of 1780. Now woollen yarn processing by R Gledhill Ltd.

### **OL09 SHORE MILL, DELPH**

SD 986 079, **LBII**

★

Stone-built water-powered woollen scribbling mill of 1788 beside River Tame. Converted to residential use. Wheel and leat still survive.

### **OL10 DIGGLE MILL, DIGGLE**

SE 017 081

□

Stone-built water-powered woollen mill of 1845 with stone chimney and millpond. Was once the site of England's largest water wheel, at 64ft 8in diameter (19.7m) installed in 1847. Now occupied by Malcolm Taylor, sheet metal fabrication.

### **OL11 WOOLLEN WEAVERS HOUSES, DOBCROSS, SADDLEWORTH**

SD 992 066

★

There are many woollen weavers houses in the Saddleworth district, with their distinctive rows of workshop windows on the upper floor. A very good, representative, collection of these can be found in Dobcross village.

### **OL12 MARLBOROUGH MILLS, MELLOR STREET, FAILSWORTH**

SD 889 009

★

Two prominent Edwardian mills, built 1905 and 1908, designed by Sidney Stott. Typical canal side location. No.2 Mill is under threat of demolition.

### **OL13 REGENT MILL, PRINCESS STREET, FAILSWORTH**

SD 895 013, **LBII**

★

Edwardian-style cotton spinning mill built 1906 in typical canal-side location. Designed by George Stott. Has been used for many years by Pifco Electrical but now lacks its chimney.

### **OL14 WATERSIDE MILLS, GREENFIELD**

SE 003 038

★

Four-storey, stone built cotton spinning mill of 1836. Long millpond and race to east and row of workers' cottages to the west. Still operating as Industrial Textile Manufacturer & Healthcare products (Tanner Bros, Greenfield, Ltd).

### **OL15 GREENFIELD MILL, GREENFIELD**

SE 009 037

★

Stone-built three and four storey buildings. Late 18th century origins as a textile mill. Later became bleach works, and from 1920 paper-making under Robert Fletcher & Sons.

**OL16 HIGH KINDERS,  
KINDERS LANE, GREENFIELD,  
SADDLEWORTH**

SE 000 046

★

A multi-storey stone-built domestic woollen complex built up over a considerable time span with workshops above the houses, reached by external stairs, and a separate dye-house.

**OL17 MILLS AT HATHERSHAW**

SD 92 03, **LBII**

★

A prominent group of cotton spinning mills to the south of Oldham town centre, although they have lost chimneys and water towers. Iris Mill (1907), Bell Mill (1904); Earl Mill (1891); Maple Mills (1904 & 1915) and Belgrave Mills (1881, 1907, 1910, 1914). Iris and Belgrave mills were built for ring spinning.

**OL18 LEES BROOK MILL,  
HIGH STREET, LEES**

SD 949 044, **LBII**

★

A fine example of a late-Victorian cotton spinning mill, built 1883, and the survivor of a concentration of mills in this area. Note in particular the staircase and water-tower on the front of the mill in contrast to the Edwardian mills where it was normally on one corner. The decoration is also more restrained than in later mills.

**OL19 HEY LANE MILLS,  
ST.JOHN'S STREET, LEES**

SD 953 047, **LBII**

★

A cotton mill was established on this site in 1800 and, although none of the buildings on the site date back this far, the surviving mill is stone built in contrast to the brick which predominated in Oldham. Very much a 'Yorkshire' style mill, the old county boundary was not far down the road.

**OL20 MILLS AT HOLLINWOOD,  
CHAPEL STREET/MILLGATE, OLDHAM**

A compact group of Stott-designed mills; Devon Mill (1908, **LBII**, SD 912 029) Brook No.2 Mill (1883, SD 915 029), Heron Mill (1905, SD 916 030) and Durban Mill (1905, SD 915 031).

**OL21 ROYD MILL,  
CHAMBER ROAD, OLDHAM**

SD 913 033

★

Cotton spinning mill, built 1907. Although some additions have been made to this mill over the years, this mill stands remarkably complete, including its chimney which is one of the very few now standing in Oldham which has not suffered truncation. Despite this it was passed over for Listing by English Heritage.

**OL22 MILLS AT ROYTON**

★

Around Royton town centre are the survivors of a once larger concentration of cotton spinning mills, some still used by the textile industry. They are

Sandy Mill (1913, SD 919 082); Park Mill (1912, SD 919 083); Fir Mill (1905, SD 922 079); Lion Mill (1890, **LBII**, SD 927 076); Grape Mill (1905, SD 917 073); Vine Mill (1897, SD 917 074). Sandy still retains its chimney intact. Elk Mill of 1926, the last traditional mill to be built in Lancashire, was sadly demolished in 1999.

**OL23 MILLS AT SHAW**

★

The town of Shaw used to contain one of the greatest concentrations of cotton spinning mills in the Oldham district. Their numbers are now greatly depleted, none of them are listed, and the survivors are overshadowed by warehouses built in the late-1990s. They are: Duke Mill (1883, SD 939 087); Dawn Mill (1901, SD 940 088); Lilac Mill (1914, SD 943 088); Briar Mill (1906, SD 943 089); Lily No.1 Mill (1904, SD 943 092); Lily No.2 Mill (1917, SD 943 093) and Elm Mill (1890, SD 944 094). An earlier episode in the history of textile production is marked by some surviving woollen weavers cottages in the Clough area.

**OL24 ALEXANDRA MILL,  
HIGH STREET, UPPERMILL**

SD 997 055

★

Late woollen mill built in 1864. Four storeys, stone built, 13 bays long, with engine house and chimney. Currently the Alexandra Craft Centre.

**OL25 VICTORIA MILL,  
HIGH STREET, UPPERMILL**

SD 996 055

■

Previously Hope Mill, built as cotton mill in 1861 in stone. Part demolished in 1960s. Remainder in use as Saddleworth Museum & Art Gallery.

**OL26 WEAVERS' COTTAGES,  
NEW STREET, UPPERMILL**

SD 998 058

★

Row of five three-storey stone-built domestic workshops, with seven-light mullioned windows on the top-floor and blocked taking-in door at the rear.

**OL27 MILLS AT WATERHEAD**

★

A group of four Edwardian cotton spinning mills plus, in Hague Street, Jubilee Mill (SD 950 058) built in c.1848 which is one of the earliest surviving mills in Oldham, its size a striking contrast to the



OL21: Royd Mill, Hollingworth.

Photo Roger Holden



left: OL28: Hartford Old Works, Platt Brothers & Co Ltd

Photo: Roger Holden

neers and ironfounders, who constructed many mill engines. In use by Oldham Engineering, buildings on site are of a variety of dates with '1909' over one doorway.

**OL32 GLOBE IRON WORKS,**  
PLANE ST, OLDHAM

SD 941 054

★

Works of W B Haigh & Co.Ltd, engineers and ironfounders, machine manufacturers and saw mill engineers. At one time this firm made small and medium sized engines but were not so directly connected with the textile industry as other engineers in Oldham. These form the buildings on the west side of Plane Street, now disused with some evidence of demolition.

**OL33 TRANSFORMER WORKS,**  
HOLLINWOOD AVE. OLDHAM

SD 901 026

★

Former Ferranti transformer works. A very large building which more recently has been used for newspaper printing.

**OL34 WINDSOR WORKS,**  
HONDURAS STREET, OLDHAM

SD 935 051

★

May have originated as a cycle manufacturers but by 1905 was a nut & bolt works. Building of three storeys, 18 bays long by three wide with arched windows. In use by a firm dealing in handling machinery.

**OL35 DOBCROSS LOOM WORKS,**  
HUDDERSFIELD ROAD, DOBCROSS,  
SADDLEWORTH

SE 001 072

★

Hutchinson & Hollingworth. Really a Yorkshire works, supplying looms to the wool textile industries, but now in Greater Manchester. The works survives largely intact, with its impressive office building, and is used by a manufacturer of wooden pallets.

**OL36 HARTFORD NEW WORKS,**  
**PLATT BROTHERS & CO,**  
FEATHERSTALL ROAD SOUTH, WERNETH

SD 914 049

★

Established in 1842 and eventually came to occupy most of the space bounded by Featherstall Road South, Middleton Road, Lansdowne Road and Suthers Street. Much has been demolished but the elaborate office building with clock tower survives, opposite Werneth station, with other buildings behind it.

TRANSPORT

**OL37 SADDLEWORTH VIADUCT**

SD 996 063

★

Opened in 1849 to carry the LNWR Manchester

other mills. Also, it is still used by the textile industry. The others are Orb Mill of 1907 (SD 953 059), Cairo Mill of 1903 (SD 951 057), Orme Mill of 1908 (SD 952 057) and Majestic Mill of 1903 (SD 953 057).

ENGINEERING

**OL28 HARTFORD OLD WORKS, PLATT BROTHERS & CO. LTD,**  
GOULD STREET, GREENACRES MOOR

SD 936 055

★

Platt's established themselves at this site in 1829. When in 1842 they expanded to Hartford New Works (OL36) this site was retained as, mainly, the foundry. Major remaining buildings are the Wood Working Shop and the Pattern Store on opposite sides of Gould street and the Blowing Room Machinery Shop on the corner of Bower Street and Barry Street.

**OL29 SOHO IRON WORKS,**  
**ASA LEES & CO. LTD**

GREENACRES ROAD, GREENACRES MOOR

SD 940 054

★

Asa Lees were rivals to Platts as textile machinery makers in Oldham, but were small by comparison, their works being smaller than Hartford Old Works. It occupied the area bounded by Huddersfield Road, Hill Street, Greenacres Road and Forge Street, with a separate building in Plane Street which is now the only significant surviving building.

**OL30 ATLAS WORKS, DRONSFIELD BROTHERS LTD.**

ASHTON ROAD, OLDHAM

SD 923 044

★

This has become famous in architectural history because of the office building of 1906 by James Sellers which has echoes of the Modern Movement. Dronsfield's were makers of textile machinery, specialising in equipment for card grinding and mounting and for roller covering.

**OL31 CASTLE IRON WORKS,**  
**WRIGLEY ST, OLDHAM**

SD 939 052

★

Established 1862 by Buckley & Taylor Ltd., engi-





OL38: Diggle Tunnels for the Huddersfield Canal and Railways. Photo Barri Jones © GMAU

to Huddersfield line across the Tame Valley. It is built on a curve with 18 semi-circular arches, stone-built. Railings were later placed on the parapets.

### OL38 STANDEGE CANAL AND RAILWAY TUNNELS

SE 007 081

The canal tunnel is the longest in the country at 5.21km (3 miles 418 yards) and has no towpath. Built in the years 1796-1811 by John Evans and Benjamin Outram and has four passing places. The rail tunnel is 4.89km long (3 miles 66 yards) and was the longest in the country until the opening of the Severn tunnel in 1886. On eastern side are two earlier single-track tunnels, first opened in 1849 and 1871. Double-track tunnel opened in 1894. Numerous ventilation shafts on the moors above.

### OL39 LNWR RAILWAY GOODS WAREHOUSE,

PARK ROAD/WOODSTOCK STREET, OLDHAM

SD 928 044, LBII

Built c.1860 and now the last surviving railway warehouse in Oldham, built by the London & North Western Railway. It has a distinctive curved plan but it has not been possible to find an alternative use for this listed building and it is becoming increasingly derelict.

### OL40 MUMPS STATION, OLDHAM WAY, OLDHAM

SD 933 049

Now isolated from the town centre by a dual-carriage way road and car park, this station retains building and canopy dating back to the Lancashire & Yorkshire Railway on its single island



OL39: Transhipment Warehouse.

*Saddleworth Historical Society*

platform. Due to be replaced by an extension to the Metrolink.

### OL41 HUDDERSFIELD CANAL

In 1794 meetings in Huddersfield led to Benjamin Outram's appointment to engineer a projected narrow canal nearly 20 miles long from Huddersfield to Ashton-under-Lyne, and a tunnel at Standedge, the longest and highest envisaged in Britain. 42 locks would be needed on the east and a further 32 from Diggle to Ashton-under-Lyne. Three aqueducts and ten reservoirs completed the plan.

### OL42 OLDHAM WATER CORPORATION RESERVOIRS

SD 997 100

The Castleshaw reservoirs were built 1886-91 at a cost of £225,965 to supply water to Oldham. The Lower Reservoir provided compensation water to Hull Brook. A 30 inch diameter pipe carries water from the Upper Reservoir over 4.5 miles to the Strinesdale Reservoirs via a 1.5 mile tunnel under High Moor. Waterworks Road (SD 996 091) marks the line of the tramway used during construction. Above the Lower Reservoir at SD 998 106 can be seen another tramway, to carry stone from Foxstones Quarry.



OL42: Castleshaw Reservoirs. Photo Barri Jones

## INTRODUCTION

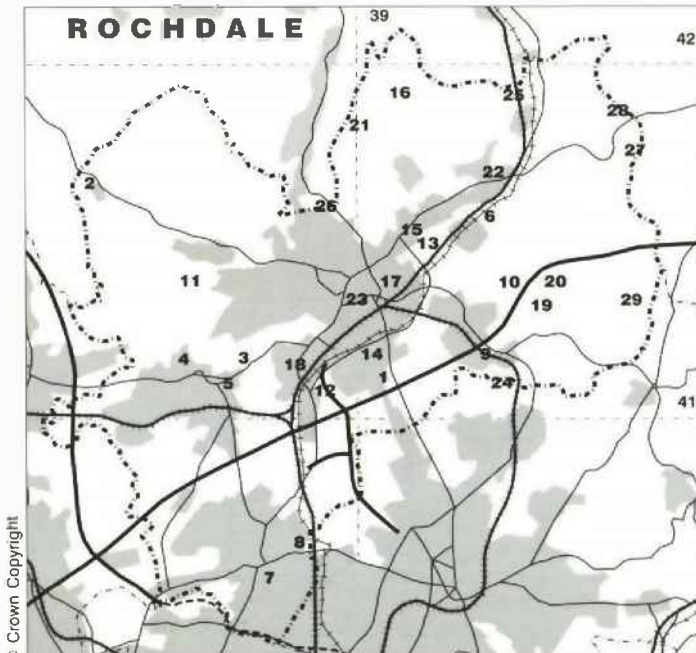
Modern Rochdale lies on the southern side of the Rossendale uplands and dominates the River Roch valley. It includes the industrial towns of Heywood, Littleborough, Middleton, Milnrow and Wardle. From the later medieval period until the 19<sup>th</sup> century Rochdale was a major centre for woollen manufacture. As early as the 16<sup>th</sup> century the industry was so widespread that production outstripped the local supply of wool and relied on imported wool from Ireland and the Midlands. Wool was bought by clothiers and either sold or increasingly put out to rural spinners and weavers. The small post-medieval town served as a marketing and finishing centre for these rural communities until industrialisation in the late 18<sup>th</sup> century. Consequently the area has many fine stone domestic workshops, such as those at Littleborough and Smallbridge.

Several water-powered fulling mills are known from the 17<sup>th</sup> century and these were the basis for the new late 18<sup>th</sup> century factory system, especially woollen scribbling mills in Littleborough and Wardle. The woollen industry was so successful that by the mid-19<sup>th</sup> century Rochdale manufactured 80% of England's flannel production. Water-powered cotton spinning mills were built on the Roch in the 1780s and 1790s, but at late as 1818 there were only seven cotton mills in Rochdale itself. However, by the 1840s cotton had overtaken wool in importance. The new cotton mills were concentrated around the towns of Rochdale and Heywood, the latter having a fine group of ruined water-powered mills in the Cheesden Valley. The growth of the cotton industry stimulated the development of Rochdale town, whose population grew from 8,542 in 1801 to 83,114 in 1901. Heywood's population reached 25,458 in that year.

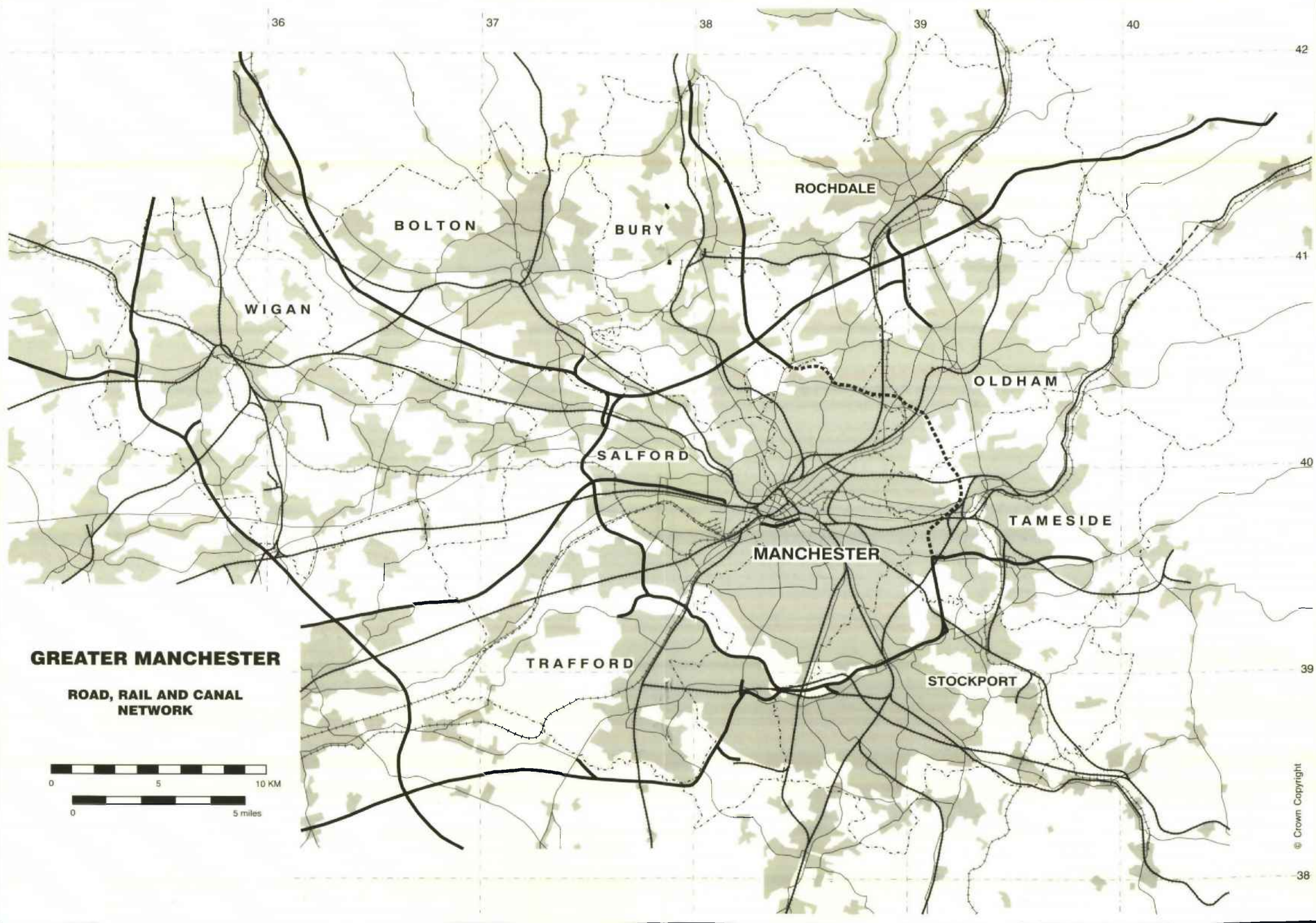
As in other parts of the county the clear river waters aided the growth of bleaching, printing and dyeing, which in turn led to the development of a textile engineering sector. Lancashire's last firm of textile engineers, Tweedale and Smalley, were founded in Castleton in 1891. However, little now survives of either industry, although the still working Belfield Works of William Tatham Ltd in Rochdale is a notable exception.

Coalmining, which is mentioned as early as the 16<sup>th</sup> century, was also a significant element of the Rochdale economy in the 19<sup>th</sup> century; there were 52 collieries recorded in the area in 1868, although most had closed by 1880. Though the evidence for this has now largely gone, there is a fine group of coal shafts at Tunshill in Milnrow.

The woollen trade enjoyed a golden age during the Cotton Famine of the 1860s, when woollens became once more price-competitive with cotton goods. However, cotton remained dominant. The cotton revival was led by the adoption of limited liability cotton spinning companies on the Oldham model from 1882 onwards. Consequently, the town became the second largest centre of joint-stock enterprises in Lancashire after Oldham. But the area also saw the introduction of cotton flannelette produc-







**GREATER MANCHESTER**

**ROAD, RAIL AND CANAL  
NETWORK**







RO07: Warwick Mill,  
Middleton.

*Photo Roger Holden*

tion in this period and the continued growth of a significant engineering sector. The success of the cotton industry at the end of the 19<sup>th</sup> century and into the 20<sup>th</sup> century is reflect in several groupings of late mills in Heywood and Rochdale and included some of the last mills to be built in the county at the Dunlop Mills complex (erected 1914-19).

The success of Rochdale's textile industry in the 19<sup>th</sup> century led to its rise to borough status and it remained the dominate settlement, despite the growth of the industrial towns of Heywood and Littleborough. During the 20<sup>th</sup> century Rochdale's spinning capacity declined more slowly than that of any other town with the exception of Wigan. This contrasted sharply with the decline of the Heywood cotton mills in the same century, which was only exceeded by those in Glossop. However, the town also had one of the first mills to be listed; Crimble Mill, which was protected in 1967.

#### TEXTILES

##### **RO01 BALDERSTONE MILL, BALDERSTONE**

SD 905 110

★

This is a single storey mill with north-light roof which suggests a weaving shed but by 1911 it was being used for ring spinning and may have been built for that purpose, c1890.

##### **RO02 CHEESDEN VALLEY MILLS, HEYWOOD**

□

An important group of ruinous water-powered woollen and cotton mills dating from the late 18<sup>th</sup> and early 19<sup>th</sup> centuries set in a relict industrial landscape. Sites include Cheesden Lumb Mill of 1786 (SD 8241 1611); Simpson Clough Mill c 1800 (SD 853 121); Roads Mill c 1800 (SD 9082 1848); Birtle Dean Mill (SD 833 137) of 1845; and Nab Wife Mill c 1845 (SD 842 134).

##### **RO03 CRIMBLE MILL, HEYWOOD**

SD 866 116. **LBII\***

★

Four storey, brick-built, cotton spinning mill built c1829, on site of 1761 woollen mill. This is probably the last rural water-powered cotton mill to survive in Greater Manchester. Although of non-fireproof construction it is comparable in size to contemporary urban cotton mills. It owes its survival to the fact that it was taken over in the late 19<sup>th</sup> century by the Kenyons who converted and extended it into an integrated woollen mill. Kenyons

moved out in 1970 and it is now used by the Roe Acre Dyeing & Finishing Co.

##### **RO04 HOOLEY BRIDGE MILL, HEYWOOD**

SD854116. **LBII**

★

Five-storey, 26-bay, brick-built mid-19<sup>th</sup> century cotton spinning mill with internal engine house and adjoining weaving sheds. On site of earlier water-powered mill started by Joseph Fenton in 1826.



RO03: Crimble Mill, Heywood. *RCHME © Crown Copyright*

## RO05 MUTUAL MILLS, HEYWOOD

SD 861 111, **LBII**

★

Three cotton spinning mills: No.1 Mill of 1884, No.2 Mill of 1893 and No.3 Mill of 1914, although not completed until 1923. All the chimneys have been demolished.

## RO06 WEAVERS' COTTAGE, LITTLEBOROUGH

SD 928 152

★

Littleborough has a large concentration of late 18<sup>th</sup> and early 19<sup>th</sup> century multi-storey stone weavers' cottages. Amongst the best examples are a row of five-storey cottages on Smith Bridge Rd (SD 928 152) and a pair of three-storey cottages on New Road (SD 925 159).

## RO07 WARWICK MILL, MIDDLETON

SD 871 056, **LBII**

★

Good example of a strongly detailed Edwardian cotton spinning mill, brick-built, five storeys, 1907. Although it has lost its chimney, its Hotel-de-Ville style water tower remains intact.

## RO08 SOUDAN MILL, MIDDLETON

SD 882 063

★

Pair of late brick-built cotton spinning mills, No.2 was not completed until after the First World War. Designed by George Stott. Now used by British Vita.

## RO09 ELLENROAD MILL, NEWHEY, MILNROW

SD 930 116, **SAM**

■

The mill itself is no longer standing, but the engine house, boiler house and chimney still are, complete with the steam engine which is maintained and steamed once a month by the Ellenroad Trust. The mill was originally built 1890-1892 for mule spinning. Although of fire-proof brick-arch construction it was severely damaged by fire in 1916 and was later rebuilt for ring spinning, remaining in operation until 1982.

## RO10 TUNSHILL HEY FULLING MILL, MILNROW

SD 9485 1365

★

Remains include the mill, wheelpit, two stone fulling troughs, stone coursed water tank, mill leat and reservoir, sluice gate and weir.

## RO11 ASHWORTH MILL, ROCHDALE

SD 854 134

★

Naden Brook and Mill Croft brook powered a number of water-powered fulling and spinning mills in the early 19<sup>th</sup> century. Ashworth is the only surviving example. Remains include foundations and part of walls of four-storey stone-built woollen mill, waterwheel pit, large stone built weir and mill ponds.

## RO12 ARROW MILL, QUEENSWAY, CASTLETON, ROCHDALE

SD 886 109, **LBII**

★

Cotton spinning mill, built 1908. Hotel-de-Ville style water tower, engine house for an inverted vertical engine and truncated chimney.

## RO13 CLEGG HALL MILL, ROCHDALE

SD 922 145, **LBII**

★

Early 19<sup>th</sup> century water later steam-powered stone built textile mill by the Rochdale Canal. Row of early 19<sup>th</sup> century weavers' cottages associated with the site.

## RO14 NORWICH STREET MILL, ROCHDALE

SD 902 123, **LBII**

★

This is a rare example of an integrated cotton, spinning and weaving mill. Of uncertain date, but probably 1870s. The multi-storey spinning mill adjoins a single storey weaving shed with north-light roof. This is one of the few survivors of the concentration of later Victorian and Edwardian cotton mills which lined the canal in Rochdale.

## RO15 DOB WHEEL MILL, DYE HOUSE LANE, SMALLBRIDGE

SD 915 150, **LBII**

★

Late 18<sup>th</sup> and early 19<sup>th</sup> century water later steam-powered fulling and perching mill. Range of two storey stone buildings and engine house to which were added weavers' cottages. Behind this mill is a brick-built three-storey handloom weaving shop



RO09: Ellenroad Engine House



RO14: Norwich Street Mill

Photo Roger Holden

of c1800, one of the very few examples in the county. By 1911 this mill was being used for cotton doubling and it continued in this use in to the 1960s. Now empty.

### **RO16 WATERGROVE VALLEY MILLS, ROCHDALE**

SD 911 181

In the 1930s the entire valley was depopulated to make way for a reservoir. Industrial landscape at Watergrove, although sometimes difficult to interpret, contains remains of both woollen and cotton manufacture, as well as coal mining and quarrying in addition to numerous farmsteads. Mill foundations together with their reservoirs are the most common remains of the woollen and cotton industry, but the high survival of tenter fields with their associated tenter posts are of particular interest. Brown Wardle Farm, home in 1818 of Robert Stott, cotton manufacturer is the only surviving farmstead associated with the industry.

### *ENGINEERING*

### **RO17 BELFIELD WORKS, WILLIAM TATHAM LTD, ROCHDALE**

SD 912 133

Works of an old established and still surviving manufacturer of woollen machinery, reflecting the fact that the woollen industry was of considerable importance in Rochdale, alongside cotton.

### **RO18 TWEEDALES & SMALLEY, CASTLETON, ROCHDALE**

SD 883 109

Textile machine works founded in 1891 by two former managers of Howard & Bullough of Accrington. Specialised in ring spinning machinery. Surviving part of works, with long frontage to Royle Barn Road, used by Woolworths as a distribution centre.

### *COAL MINING & QUARRYING*

### **RO19 TUNSHILL FARM, MILNROW**

SD 9433 1320

The landscape that has survived displays a rich concentration of stone quarrying, open-cast and shaft coal mining, mixed with local elements of housing, farm buildings and an inn, a paved pack-horse track and a network of paths, together with two more rarely preserved features, a bank of coking kilns and the remains of a fulling mill.

### **RO20 COKE OVENS, MILNROW**

SD 9445 1330

The six beehive coke ovens are situated on an elevated platform, clearly within sight of motorway traffic, and on a popular hiking route. They were constructed in rubble sandstone corbelling; the average diameter is 3m and the height to the top of the chimney is 2.20m. The ovens were



RO20: Tunshill Coke Ovens

probably built to create high temperature burning fuel to be used in local iron smelting.

### **RO21 WATERGROVE VALLEY MINING**

SD 896 182

The earliest form of coal mining is represented by the numerous bell pits scattered across the summits and slopes of the hills surrounding the valley floors. Particular high concentrations of these are found on Brown Wardle Hill. Larger and later workings are represented by drift mines, levels and spoil heaps.

### *TRANSPORT & UTILITIES*

### **RO22 TOLLHOUSE, TODMORDEN ROAD, LITTLEBOROUGH**

SD 939 163, **LBII**

Fine hammer-dressed watershot stone tollhouse, built c.1824.

### **RO23 ROCHDALE CANAL**

In 1794 an act was passed for a canal to cross the Pennines, the Rochdale Canal from Manchester to the Calder & Hebble Navigation at Sowerby Bridge. Interesting sites along the canal include the Drake Street Basin in Rochdale (SD 898 130). Although now filled in, it is still traceable, at end of branch from main line of Rochdale canal near Oldham Road. A two storey stone built warehouse survives. Bridges include a fine masonry single arch stone bridge (SD 886 110), skewed at 60° to cross the Rochdale canal at March Barn, Castleton and that at Ealees Road in Littleborough (SD 941 163). Hollingworth Lake (SD 93 14) was one of a number of reservoirs built as a feeder to the Rochdale Canal.

### **RO24 COTTON WAREHOUSE, NEWHEY, ROCHDALE**

SD 938 115

This small warehouse is labelled in white brick 'LANCASHIRE AND YORKSHIRE RAILWAY COTTON WAREHOUSE'. There may be other railway cotton warehouses still standing but this is the only one clearly labelled as such. Now part of adjoining industrial estate with modern extension.



## **RO25 SUMMIT TUNNEL, LITTLEBOROUGH**

SD 9445 1866, **LBII** ■

George Stephenson was the engineer for the Manchester and Leeds Railway, constructed between 1839 and 1841. At 2885 yards it was the longest railway tunnel in Britain when opened. Lined with five to ten rings of brickwork. The west entrance is the only place on the entire line where the Manchester and Leeds Railway emblem appears.

## **RO26 ROOLEY MOOR ROAD, CATLEY LANE HEAD**

SD 870 159 to SD 846 212 ■

A striking example of an 18<sup>th</sup> century, possibly earlier, packhorse route finished in its present state between 1863-64. Highly visible from the M602, it is a spectacular landmark site, a yellow road snaking up the hill. A contour road it consists of sections with kerb stones and setts laid end to end across the width and, sections where there is a mixture of natural outcropping and metalling. It is connected to four 19<sup>th</sup> century stone quarries which produced flag stone walling characteristic of many parts of Rochdale.

## **RO27 BLACKSTONE EDGE TURNPIKE ROAD**

SD 9740 1714, **SAM** ■

Traditionally thought to be part of the Manchester to Ilkley Roman Road recent research suggests it may be an early 18<sup>th</sup> century Turnpike road. This steep section, which is 1 in 4 in places, is characterised by its block construction and unusual central channel.



RO26: Rooley Moor Road

## **RO28 BLACKSTONE EDGE RESERVOIR**

SD 972 182

Built 1798 and one of the oldest water supply reservoirs in the North West. Originally fed the Rochdale Canal but later used for drinking water. ★

## **RO29 PIETHORN RESERVOIRS**

SD 965 126

Three reservoirs built in period 1855-66 by Oldham Corporation to supply drinking water. ★



RO29: Piethorn Reservoirs.

Photo Barri Jones © GMAU

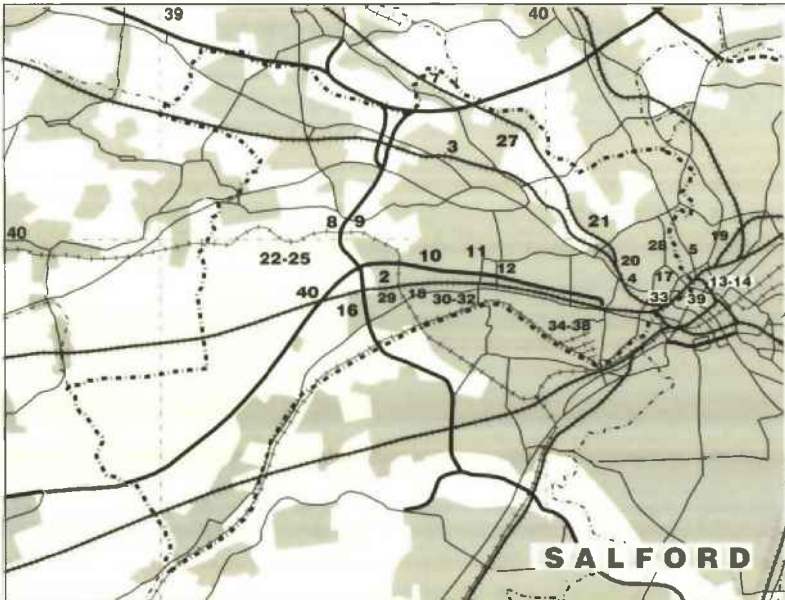
## INTRODUCTION

When the new metropolitan district was created in 1974 it had the effect of trebling the city's geographical area, taking in Worsley, Swinton, Eccles and Irlam, formerly parts of Lancashire. The old Salford had always been seen as the lesser neighbour of Manchester, and although it followed a similar pattern of industrial development it had never evolved as a commercial centre in the same way, because most firms preferred to locate their warehouses and offices on the Manchester side of the Irwell. Salford however was an ancient town in its own right with a cloth hall in Greengate and a considerable trade in the production and finishing of woollen goods and fustians before the dominance of cotton. One of the first factories was the Salford Twist Mill.

It was the Irwell and its tributaries that attracted entrepreneurs to establish textile mills during the first phase of the Industrial Revolution in, for instance, Pendleton and Ordsall along the river banks. Canal building gave a further stimulus; firstly with the increased supply of fuel and raw cotton down the Bridgewater, from the 1760s; secondly, the Manchester, Bolton and Bury canal, terminating in Salford, brought coal from the Irwell valley pits at Agecroft and Pendleton and encouraged the building of a group of mills and other industries around the terminus at Oldfield Road. In 1818 the Manchester, Salford and Eccles area was said to have had 80 cotton mills and Salford's population grew from around 13,600 in 1801 to over 220,000 in 1901.

Whether because of increased competition from Bolton and Oldham, Salford did not prosper long as a spinning centre and so mills, as well as installing power looms, turned increasingly to the finishing trades; the Irwell valley again being a centre of bleaching and dyeing with a string of works from the Adelphi to Swinton. As the century grew on another survival strategy was the production of specialised cloths such as rexine for book binding and the automotive trades, and hose for fire engines. Horbick moved from card cloth to motor vehicles.

The growth of engineering in Salford received initial stimulus from the need for parts for textile machines, but also benefitted from the switch of capital from cotton and the availability of floor space in empty mills. There had been some large firms from an early date such as Bateman and Sherratt and Mather & Platt produced textile machinery and steam engines. Others, such as Robinson's, specialised in rubber



working machinery. Several important machine tool makers originated in Salford such as Kendal and Gent, Smith and Coventry and the Churchill Machine Tool Company but they tended to move out to the new industrial estates at Broadheath and Trafford Park. They also became involved in rationalisation schemes and mergers. A few continued to prosper such as Ward and Goldstones on Frederick Road and James Farmer-Norton in the Adelphi by absorbing sheds and workshops vacated by textile firms and diversifying into new activities such as wire drawing, brickmaking and plastic machinery and equipment for collieries. Mather and Platt took up electric dynamo making and telephones, and the important cablemakers, Glovers, also started in the city. Modern engineering today is represented by diesel engines (Gardners and Horbick), crankshafts (Mitchell-Shackleton) and safety lamps (Protector Co.) Sadly little remains of James Nasmyth's works, pioneer of machine tool building, flow production and the steam hammer; the site, strategically sited at the crossing point of the Bridgewater Canal and the Liverpool and Manchester Railway, has become a business and technology centre.

No portrait of the district would be complete without mention of the completion of the Manchester Ship Canal in 1894 and the development of Manchester's main ocean-going shipping services in Salford. Despite recent redevelopment many early buildings remain including the docks themselves, the dock offices, Customs House, warehouses, cold stores and grain silos which were built in the new pre-stressed concrete material. From these developments followed Western Europe's largest industrial estate - Trafford Park. The key features for the latter are covered in the gazetteer for Trafford.



SA30: Manchester Ship Canal.

MRIAS Archive

## TEXTILES

### SA01 FUSTIAN CUTTING WORKSHOPS, CADISHED

SJ 709 220 & SJ 711 921

★

Fustian cloth cutting was carried out in long top floor brick workshops which have been recorded at the above locations. The cloth was stretched tightly on tables and the operatives used a sharp knife with a long handle.

### SA02 ECCLES SPINNING & MANUFACTURING CO. COTTON MILL, WORSLEY ROAD, ECCLES

SJ 762 990

★

Canalside weaving and ring spinning mill built in 1905 in redbrick with terra cotta details. A rare example of an Edwardian integrated cotton spinning & weaving mill. Consists of a two-storey spinning block for ring-spinning with adjoining single-storey weaving shed which housed Northrop looms. The spinning block has a domed and decorated stair and water tower.

### SA03 BRIDGEWATER MILL, BARTON ROAD

SD 776 028

★

An earlier canalside mill of c.1840 judging from

the narrow six storey range with a pitched roof. The internal structure is of thick wooden beams and cast iron columns. An internal engine house faces onto the canal. Adapted for multiple re-use by a variety of tenants.

### SA04 ISLINGTON MILL, JAMES STREET, CENTRAL SALFORD

SJ 826 984

★

Seven storey mill, twelve bays long; internal beam engine house with upright drive shaft to each floor. On the south side a water tower and extension have been added. An early fire-proof mill constructed in 1823 by the building firm of David Bellhouse, responsible for a number of Manchester's early mills. Near the terminus of the Manchester, Bolton and Bury Canal. Built as a room-and-power mill, which was tenanted to persons involved in cotton spinning.

### SA05 SPRINGFIELD MILL, CENTRAL SALFORD

SJ 834 995

★

A good example of early 19<sup>th</sup> century spinning factory not much altered in form after re-use. Built in the 1840s as a cotton doubling mill.



SA03: Bridgewater Mill.

Photo MRIAS





SA08: The Delph - from Young's Tour, about 1769

## COAL MINING

### SA07 WET EARTH COLLIERY, SWINTON

SD 774 042

Begun in the 1750s and closed in the 1920s, has been the subject in recent years of considerable excavation and consolidation of the surface remains including Brindley's wheelpit and the later turbine chamber. Extensive system of drainage soughs to river. Was served by Fletcher's branch canal which can still be traced.

### SA08 THE DELPH, WORSLEY

SD 748 005

Entrance and exit tunnels, some brick-lined, to the main underground boat levels. The coal was brought out in special mine boats or 'starvationers'. The system was in use until the 1880s, after which it was maintained for drainage only. With upper and lower levels and side arms, total of 53 miles.

## ENGINEERING

### SA09 NAILMAKERS' HOUSE AND WORKSHOP, WORSLEY

SD 748 004

Formerly known as the Lantern Gallery, once a village reading room and now converted to offices. A three storey building, built close to the Warrington turnpike before the canal and road bridge were made. Reputedly the oldest building in the village.

### SA10 ECCLES LAMP WORKS, LANDSDOWNE ROAD

SD 767 993

The Protector Lamp and Lighting Co's works now much reduced in scale to one workshop and office building. As well as their well known miners' safety lamps, the firm also made the Bijou car and vans in the 1900s using De Dion engines. Now moving into the Heritage products field.

### SA11 DIESEL ENGINE WORKS, GREEN LANE, ECCLES

SJ 778 988

Small brick-built workshop and offices occupied by P Gardner and Co. for uprating and reconditioning engines for commercial vehicles.

### SA12 VULCAN WORKS, GREEN LANE, ECCLES

SJ 778 988

Founded in 1880s by Mitchell-Shackleton who made large crankshafts. Modernistic 1960s office block at entrance with rounded corners. Preserved stamping machine on view. Behind is long brick-built machine shop of two periods with wooden and steel roof trusses. Other workshops of 1930s and 1960s are metal clad.

### SA13 RUBBER WORKS, GREENGATE

SJ 836 990

Redbrick offices, weaving sheds and some ancillary buildings of Frankenberg's Greengate and Irwell Rubber Co who made rainwear and solid rubber goods. Now occupied by Dunlop's G.R.G. Division. Iron Gates with monogram of founders. Opposite are the much rebuilt sheds of Bentley's spindle and roller works; one of Salford's early textile engineering firms.



SA13: Rubber Works, Greengate. Photo MRIAS

**SA14 SALFORD IRON WORKS,  
COOK STREET (MATHER & PLATT)**

SJ 834 987

★

Founded in the 1830s by 'cast iron' Colin Mather who took over the goodwill from Bateman and Sherrat's works on the banks of the Irwell. Specialised in steam engines for finishing plant, later made dynamos and telephone equipment before removal to Newton Heath in 1890s. Part of machine shop and some housing on site.

**SA15 LLOYDS METALS,  
CENTRAL SALFORD**

SJ 820 970

★

The former Jackson's Ironworks, consists of two tall foundry buildings of the mid-19<sup>th</sup> century with new metal cladding for the scrap metal trade.

**SA16 BARTON HALL ENGINE WORKS,  
PEEL GREEN**

SJ 755 980

□

Former diesel engine works established on this site by Gardners in 1898. Gardners pioneered petrol engines for barges and diesel engines for lorries and buses. Series of attractive redbrick and stone workshops with Dutch gables (dated 1898, 1911, 1937). A large site which once employed 1,200 men; it is now a general engineering centre.

**SA17 COACH AND MOTOR BODY  
WORKS/SHOWROOMS,  
CENTRAL SALFORD**

SJ 837 891

★

Redbrick multi-storey building with workshops on upper floors and showrooms below. Large loading bays at ground floor back for receipt of chassis. Now furniture discount warehouse.

**SA18 BUSINESS & TECHNOLOGY  
CENTRE, GREEN LANE**

SJ 763 989

★

The former site of Nasmyth, Gaskell and Wilson's Engineering works known as The Bridgewater Foundry. The firm made machine tools, colliery winding engines, locomotives and the famous steam hammers - a small example of which is preserved at the gates.

*BREWERIES, CHEMICALS &  
PHARMACEUTICALS*

**SA19 BREWERY,  
CHAPEL STREET, CENTRAL SALFORD**

SJ 838 992

★

Threlfall's Brewery is a late 19<sup>th</sup> century tower brewery of which only the central portion remains in the middle of a clearance site.

**SA20 PHARMACEUTICAL FACTORY,  
PERU STREET, CENTRAL SALFORD**

SJ 826 988

★

Formerly occupied by Boots Pure Drug Co and



SA17: Cockshoots Body Works. MRIAS archive

now part of Salford University's Adelphi Campus. It is four storeys and ten bays deep in pre-cast concrete. The corner bay windows are a notable feature.

*TRANSPORT*

**SA21 MARK ADDY LANDING STAGE  
RIVER IRWELL**

SJ 810 006

★

Old quay and landing stage with storage arches later used to store rowing boats and canoes. Packet boats left here on Mersey-Irwell. Navigation for Runcorn in 19<sup>th</sup> Century and later steamboats before building of ship canal. Quay is now incorporated in waterside pub. Nearby the steps and stage also ballustrade of former Ralli warehouse building (textile shippers) in pre-stressed concrete.

**SA22-25 BRIDGEWATER CANAL** ■

The first true industrial canal linked the Duke of Bridgewater's mines at Worsley Delph (SD 748 005) with the town of Manchester at its Castlefield terminus. In 1761. Opened as far as Altrincham in 1765 and Runcorn in 1776. Amongst the many features surviving along or near the Salford length is Worsley Old Hall (SA22; SJ 742 010), the seat of the Egertons and where Lord Francis, James Brindley and John Gilbert planned the Bridgewater Canal in the 1750s; the The Packet House ★ (SA23; SD748 004) an 18<sup>th</sup> century brick building used as a ticket house for the canal, with 19<sup>th</sup> century timber-framing, an early example of the black and white revival, set above the boat landing steps on site of original packet house for services to Manchester and Runcorn; the two covered Dry Docks ★ (SA24; SD 751 004) for barges which date from the early 19<sup>th</sup> century. One has a shed with wooden roof truss; stone Barton Aqueduct (SA25; SD 766 977) where the canal was spectacularly carried over the River Mersey. Although replaced by the swing aqueduct (SA31) in 1894 remains of one stone arch can still be seen.

## SA26 WAREHOUSE AND FORGE

SD 751 004

★

Opposite the dry docks, a small three-storey brick-built warehouse with covered hoist and slate-roofed lucam. The two wings were later extensions for a forge and a workshop powered by a water wheel on Worsley Brook. Behind are the stone foundations and firing hearth of a large limekiln.

## SA27 CLIFTON AQUEDUCT AND VIADUCT, SWINTON & PENDLEBURY

SD 791 034 to SD 793 028

★

Stone aqueduct, comprising three arches, carries the Manchester, Bolton and Bury Canal over the River Irwell. The viaduct also crosses the Irwell and was on the closed branch of the East Lancashire Railway to Bury.

## SA28 SALFORD CENTRAL RAILWAY STATION, BRIDGE STREET

SJ 831 984

★

First terminus of the Manchester and Bolton Railway in late 1830s before it was extended to the Victoria Station in Manchester in 1844. Salford Central then became a through station for services to Wigan and Liverpool. Some evidence of the original street frontage and a restored colonnade and arches to west, where the L&Y goods yard was situated

## SA29 RAILWAY STATION, PATRICROFT

SJ 763 987

★

Situated on the Liverpool and Manchester Railway where it crosses the Bridgewater Canal. Only the platforms remain but there is a Stephenson skew arched stone bridge nearby where the railway crosses Barton Rd.

## SA30-32 MANCHESTER SHIP CANAL

Opened 1894. Running from Salford Docks to the Eastham Locks at Ellesmere Port it transformed Manchester into an inland port 35 miles from the sea. Amongst the most impressive monuments

along its length is the Barton Swing Bridge ★ (**SA30**; SJ 767 976) which runs alongside the aqueduct (**SA25**) and separated from it by a length of the approach embankment. The bridge is a standard steel girder pattern, by Handyside of Derby found at nearly all the major crossing points on the Ship Canal. The Barton Swing Aqueduct, Barton Road ★ (**SA 31**; SJ 767 976), a structure possibly unique in the world it carries the Bridgewater Canal over the Manchester Ship Canal below thus avoiding the use of locks. It is 235ft long by 24ft wide. The total weight of the trough of water and superstructure is 1,450 tons. Pivoted on rollers, it is turned by hydraulic power to allow the passage of ships. The steel Warburton High level bridge (**SA 32**; SJ 696 902), approached by embankments on either side of the canal, replaced the old toll bridge (**TA07**) across the River Mersey between Warburton and Rixton.

## SA33 BARGE DOCK, CENTRAL SALFORD

SJ 826 978

★

Situated a short distance upstream from the Regent Road Bridge, and formerly on the River Irwell Navigation opposite the Manchester New Quay. Built at an angle to the River for the night soil barges; accommodation for one barge with a tight turn through the entrance.

## SA 34- 38 SALFORD QUAYS

### SA34 DOCK ENTRANCE AND OFFICE

SJ 970 810

★

The form of the old docks is best seen at the St. Francis Basin (No.6) with its capstans, ladders, walls and granite coping stones. The arched gateway to the docks now has new gates and commemorative plaques. The dock office, completed in 1927 in pre-stressed concrete, is four storeys with central external tower. Note the metal ventilator grilles under each window and the octagonal pay hut behind.



SA31: Barton Tower and Swing Aqueduct





SA31: Stop Plank Crane Bridgewater Canal at Barton Aqueduct. MRIAS archive

**SA35 STEEL GIRDER BRIDGE**

SJ 807 973

Re-positioned over the Erie Basin (former No.9 dock) as a footbridge. It was floated down from its original location where it was a rail link between Trafford Wharf and the Docks. \*

**SA36 TRAVELLING DOCK CRANES**

SJ 809 971

Two cranes stand at the head of the Ontario Basin (former No. 8 dock) to commemorate the 3,000 dock labourers who once worked here. Constructed by Stothert and Pitt, they were electrically

driven with short jibs and a cabin positioned on top of tall columns.

**SA37 SWING BRIDGE, TRAFFORD ROAD**

SJ 812 965

Bridge gave access for shipping to the upper Pomona Docks intended for coastal vessels (Nos. 1-4). There is a brick control tower on the Salford side but the hydraulic pump house has been converted to a pub with internal iron and steelwork and some control gear retained. \*

**SA38 LIVERPOOL SHIPPING WAREHOUSES, TRAFFORD ROAD**

SJ 811 964

Dated 1927 and 1932, six and four storey red-brick warehouses formerly served by the Trafford Park Railways. Series of loading slots at front with steel doors and platforms. The hoist wheels are set back in the roof space. \*

**SA39 SALFORD BUS STATION, GREENGATE**

SJ 837 987

Opened in late 1930's partly on site of Salford's White Cloth Hall below Victoria Bridge. Overflow stands also under LNWR railway arches. The Office building still stands but the shelters have gone. Became redundant with the SELNEC amalgamation in the 1970s when the ban on Salford's Green buses entering Manchester was lifted. The Tram depot was on Eccles New Road. \*

**SA40 BARTON AERODROME**

SJ 745 973

A V Roe, aeroplane inventor was born not far away at a house on Liverpool Rd. The Aerodrome is situated along the A57 and was developed by Manchester Corporation for their Municipal Airport from 1928. The original hangar and round brick-built control tower are still in use at this grass airstrip. □



SA33: Barge Dock - Central Salford. Photo MRIAS

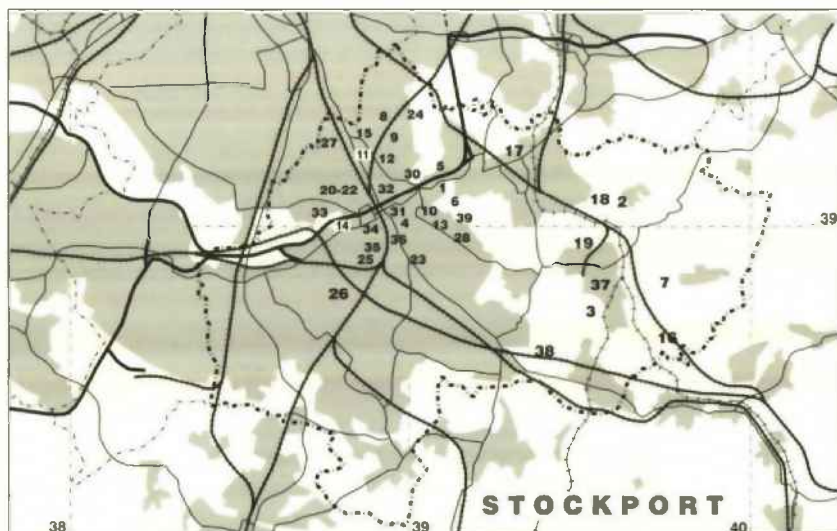
## INTRODUCTION

One of Stockport's symbols is a piece of industrial archaeology, the massive brick railway viaduct which strides the valley of the River Mersey overlooking the town centre. In the 1960s travellers over the railway viaduct, and people standing on the surrounding heights, saw a valley packed with mills and chimneys. Nikolaus Pevsner spoke of 'views, grim but splendid'. Today, symbols of the late-20th century dominate the scene; the motorway, the Merseyway shopping centre and, to the west, the 'glass pyramid', a glass-encased office block in the shape of a pyramid. Nevertheless, the close observer will still find signs of the earlier industrial era.

Stockport became a place of some importance in later medieval times and was granted a market charter in 1260. Early modern probate inventories attest to textile production in the town from the late 16th century. When the mechanised cotton industry arrived at the end of the 18th century the town became part of the Lancashire cotton region even though administratively it was in the county of Cheshire and in the 19th century its population rose from around 17,000 in 1801 to 78,897 in 1901. The earliest mechanised textile industry was not cotton but silk throwing, the first mill for this being established in 1732 in The Park, an area now occupied by Sainsbury's supermarket. In the 1760s there were six mills in the town but by 1800 all had been converted to cotton spinning. By 1818 there were 30 cotton mills in the town, and more in the surrounding areas, particularly at Mellor, which led to a boom in handloom weaving. In the 1800s the district became an early centre for power loom weaving but after 1850 it stagnated as the old mills were no match for the larger mills being built in places like Oldham. Some of the older mills were turned over to cotton waste spinning and doubling. New mills were, however, built at Reddish in the 1860s and 1870s and later within the town itself and out at Marple.

Stockport was never a single industry town. The presence of the cotton industry was balanced by other industries of which hatting is the most notable; there were 53 firms by 1864. The felt-hat trade developed in the 18th century and outlived cotton, the last hatworks closing in 1997. Many hatworks were established in old cotton mills; Christy's took over Oldknow's Hillgate mill for this purpose as early as 1830. There were also some purpose-built hatworks of which Battersby's on Hemphshaw Lane is the outstanding example.

The other important feature of Stockport industry was engineering. No major textile machinery makers





Stockport Railway Viaduct.

Photo Roger Holden



Weavers Cottages Mellor.

Photo Roger Holden

were established in the town but engineering developed in different directions in the 19<sup>th</sup> century, becoming particularly important in the 20<sup>th</sup> century. Needham's Foundry made humble pieces of street furniture which spread the name of Stockport around the country and the British Empire. In 1900 Cravens, machine tool makers, established themselves at Reddish and the 1920s saw Simons, makers of corn milling machinery starting an extensive works in Cheadle Heath. Crossley's developed a works just within the Stockport boundary at Heaton Chapel during the First World War for aircraft manufacture, cars and later buses also being built on this site.

The main road through Stockport, now the A6, was turnpiked in 1725 and combined with the abundant water supplies may have influenced the establishment of mills. The canal served Stockport itself rather awkwardly, with a branch of the Ashton Canal terminating at the top of Lancashire Hill. The Peak Forest Canal passes through Marple and other places to the east of the borough and very late in the canal era the Macclesfield Canal was connected to this. The railway arrived in 1842 and this is the origin of the famous viaduct. This first track was a north-south line but as the 19<sup>th</sup> century progressed many lines were built by different companies crossing the area in all directions. The 20<sup>th</sup> century return to road transport was presaged by the arrival of a horse-tramway from Manchester in 1880, later municipalised and electrified. Motor buses had taken over by 1950, with the North Western Road Car Company providing services to surrounding districts.

Despite the large numbers of mills in the district and the presence of the Lancashire coal field, coal mining was never extensive and much of the supplies must have come from outside the district. There were mines at Bredbury, which survived until the 20<sup>th</sup> century, and to the south at Norbury in the Poynton coalfield. Another use for coal was gas production and while some of the cotton mills built their own works a public gas works opened in Stockport in 1821. Gas works were later established in other places, such as Marple, but part of the site in Stockport remains in use with two gas holders. The electrical power station at Millgate in Stockport was established in 1898 and extended in conjunction with electrification of the tramways. This was demolished in the 1980s but the borough was never host to the inter-war power stations such as were built elsewhere in Greater Manchester.

## TEXTILES

### SK01 ARK MILL. (WELKIN MILL), BREDBURY

SJ 911 914

★

Cotton spinning mill, built 1906 for ring spinning and electrically powered from its own steam turbine driven generator. This mill has been occupied for many years by a firm of colour printers.

### SK02 COMPSTALL MILLS AND VILLAGE

SJ 965 908

★

Compstall was an integrated cotton works together with an adjoining mill village. The Andrews family were printing here by 1820 and latter added spinning and weaving. The remaining mill buildings appear to have a range of 19<sup>th</sup> century dates. The

spinning and weaving mills are to the east of Andrew Street with the print works to the west, although little remains of this. Originally water powered, steam was added later and the mill ponds now form the nucleus of the Etherow County Park. The mill village is to the north. The print works closed in 1901, spinning ceased in 1926 but weaving survived until 1966.

### SK03 GOYT MILL, MARPLE

SJ 957 875

★

Last cotton spinning mill built in Marple, in 1905. A typical Edwardian mill of vast size with decorative water tower in characteristic style of the architects Stott & Sons. Ceased spinning in 1960. Rope race used as a climbing wall.





SK04: Hopes Carr Mill.

Photo Roger Holden

**SK04 HOPES CARR MILLS,  
STOCKPORT**

SJ 898 902

★

The first textile mills here were silk throwing mills which later became cotton mills and although the oldest building has been demolished two small non-fireproof mills survive. One of these is dated 1826 on a rainwater head.

**SK05 MEADOW MILL, WATER STREET,  
PORTWOOD**

SJ 899 912, **LBII\***

★

Cotton and worsted spinning mill, built c1880. Architect George Woodhouse, Bolton. A large and impressive double mill with central chimney and staircase towers built for the firm of T & J Leigh. This is the one of the few remaining members of a



SK06: Pear Mill

RCHME © Crown Copyright

concentration of mills in the Portwood area lining the Tame and Goyt rivers.

**SK06 PEAR MILL,  
STOCKPORT ROAD WEST, BREDBURY**

SJ 912 908, **LBII\***

★

Cotton spinning mill, built 1908-1912. Architects Stott & Sons, Manchester. Outstanding example of an Edwardian mule spinning mill, complete with chimney and engine house. Decorative use of red and yellow brick with profuse terra-cotta decoration making extensive use of the pear motif and the dome to the water tower is shaped as a pear. Ceased operations in 1978.

**SK07 RED ROW,  
PARKSIDE LANE, MELLOR**

SJ 970 885

★

A row of late 18<sup>th</sup> or early 19<sup>th</sup> century cotton weavers cottages with cellar loomshops.

**SK08 MILLS AND VILLAGE,  
REDDISH**

SJ 89 93, **LBII\***

★

Houldsworth's moved here from Manchester the 1860s, establishing a mill village with working men's club, school and church. The centre piece is the mill centred on Rupert Street, still complete with chimney, the architect for which was A H Stott of Oldham (**LBII\***). The mills to the north were added in the 1870s and to the south is Broadstone No.1 Mill of 1904.

**SK09 SPUR DOUBLING MILL  
BROADSTONE HALL ROAD SOUTH, REDDISH,  
STOCKPORT**

SJ 893 925

★

Cotton doubling mill, built 1908. This is a single storey building with north-light roof and engine house which could be mistaken for a weaving shed.

**SK10 VERNON MILL,  
MERSEY STREET, STOCKPORT**

SJ 904 907, **LBII**

★

A cotton spinning mill originally built early 1880s but extensively re-built after a fire of 1902. The last survivor of a number of mills ranged along the River Goyt in this area.



SK07: Houldsworth Mill, Reddish.

RCHME © Crown Copyright

**SK11 WEAR MILL,  
CHESTERGATE, STOCKPORT**

SJ 890 902

★

An early water powered site on which is now found a complex of buildings, some extending under the railway viaduct, of a wide chronological range. An integrated cotton spinning and weaving mill.

**SK12 WELLINGTON MILL,  
WELLINGTON ROAD SOUTH, STOCKPORT**

SJ 893 902, **LBI**

■

Cotton spinning mill, built c1830, a prominent landmark in the centre of Stockport. Fire-proof mill of seven storeys, plus attic with cast-iron roof trusses. Circular brick chimney of later date. Became a hat works in the early 1890s and has now been renovated for the hatting museum with residential flats on the upper floors.

**SK13 NEW BRIDGE LANE MILL,  
STOCKPORT**

SJ 904 907

★

An early water powered site, in existence by 1822. Later used for cotton waste spinning. Two-storey building fronting New Bridge Lane is probably oldest on the site although of uncertain age.

**SK14 KINGSTON MILL,  
CHESTERGATE, STOCKPORT**

SJ 889 902

★

Five-storey brick built mill dating from the 1850s with engine house to east. The flat roof of this mill is rather a mystery, if it is original it is a very early example of this form of construction.

**SK15 VICTORIA MILL, REDDISH**

SJ 894 926

★

Brick-built four-storey mill with datestone 1845 on south front.

**SK16 STRINES PRINTWORKS,  
MARPLE**

SJ 974 866

★

A printworks was established here in the 1790s, but on the opposite side of the river to the buildings currently on the site which date only from the 1920s. A range of single-storey buildings with prominent brick chimney. Now in multiple occupation, partly by a firm called Strines Textiles.

**TRANSPORT**

**SK17 PEAK FOREST CANAL**

■

This passes through the eastern part of the Borough of Stockport (Woodley, Romiley, Marple) on its route from Ashton-under-Lyne to Whaley Bridge and Buxworth in the High Peak district of Derbyshire. Built 1794-1800, the engineer was Benjamin Outram. A number of significant structures are listed separately. There are tunnels at Woodley (SJ 935 921) and at Hyde Bank (SJ 947 903) and a stone-built warehouse halfway down Marple locks (SJ 622 887).



SK17: Rossett Bridge Horse Tunnel, Peak Forest Canal.  
*Photo: Arthur Clarke*

**SK18 MARPLE AQUEDUCT,  
PEAK FOREST CANAL**

SJ 955 901

★

Three arched masonry aqueduct rising nearly 100ft above the River Goyt. Now overshadowed by the later railway viaduct.

**SK19 MARPLE LOCKS**

SJ 958 900 - SJ 961 884

★

Flight of sixteen locks lifting the canal 209ft in just over a mile.

**SK20 STOCKPORT RAILWAY VIADUCT**

SJ 891 902

★

Largest brick structure in Europe on the Manchester & Birmingham Railway opened to Stockport in June 1840 and onwards to Crewe two years later. Widened to four tracks 1888-9, this strides across the centre of Stockport and has become a symbol for the town.

**SK21 L&NWR GOODS WAREHOUSE,  
HEATON NORRIS**

SJ 888 908

★

Outstanding example of a large railway warehouse built 1877. Engine house and accumulator tower for hydraulic system still standing to north.

**SK22 PORTWOOD BRIDGE,  
STOCKPORT**

SJ 897 908

★

Two-arch stone built bridge over the River Goyt in Howard Street which marked the boundary between the Manors of Stockport & Brinnington. Now greatly overshadowed by the motorway, it stands just upstream from where the rivers Goyt and Tame merge to form the Mersey.

**SK23 NORTH WESTERN BUS  
GARAGE,  
CHARLES STREET, STOCKPORT**

SJ 902 893

★

Established in 1923 by the newly formed North Western Road Car Co. and extended over the years with a grand office building being constructed opposite in 1931. The garage, but not the office,



SK21: London & North Western Railway Company Goods Warehouse, Heaton Norris.

Photo: Arthur Clarke

is now used by Stagecoach Manchester.

#### ENGINEERING

#### **SK24 VAUXHALL WORKS, SOUTH REDDISH**

SJ 895 930

★

Established 1900 for the manufacture of machine tools by Craven Brothers, formerly of Manchester. Office building fronting the road dated 1914.

#### **SK25 SOVEREIGN WORKS, BRINKSWAY, STOCKPORT**

SJ 887 901

★

Works of Arundel & Co. textile machinery makers who produced winding and doubling machinery. Works established after 1872 the prominent corner office building is dated 1918. Notable site in labour history as the scene of a long running strike 1966-1968 after take over by an American firm. Now in multiple occupation.

#### **SK26 SIMONS WORKS, CHEADLE HEATH**

SJ 878 883

★

Henry Simon was a pioneer of roller flour milling in the 19<sup>th</sup> century and they moved their works here in the 1920s. Subsequently they expanded into other branches of engineering but later contracted and much of the older buildings on this site have been demolished although an office building with prominent tower still stands.

#### **SK27 ERRWOOD PARK WORKS, HEATON CHAPEL**

SJ 875 929

★

Originally constructed during the First World War for aircraft production, part later used by Fairey Aviation and part used by Crossley Motors for car and bus production. Now in multiple occupation.

#### HATTING, LEATHER, OTHER TEXTILES **SK28 BATTERSBY'S HAT WORKS, HEMPSHAW LANE, STOCKPORT**

SJ 911 895

★

The outstanding example in Stockport of a purpose built hatworks. Built 1886 and rebuilt after fire in 1906. Two storey range fronting Hempshaw Lane with prominent water tower. One and two storey buildings behind.



SK28: Battersby's Hat Works.

Photo: Roger Holden



**SK29 TURNCROFT LANE  
ROPEWORKS, STOCKPORT**

SJ 905 904

★

Rope making for drive belts was an important ancillary to the cotton industry. Works established by Henry Hanson in 1844, later Hanson Scott & Co., closed 1930s but part of the works survives in multiple occupation.

**SK30 KERSHAW'S' LEATHER WORKS,  
PORTWOOD**

SJ 899 912

★

Survivor, both as a building and a producer of leather goods, of a number of leather works in Stockport.

*FOOD AND DRINK*

**SK31 MARKET HALL,  
MARKET PLACE, STOCKPORT**

SJ 897 905

■

Cast-iron and glass market hall, built 1861. An outstanding surviving example of its type.

**SK32 ALBION FLOUR MILL,  
LANCASHIRE HILL, STOCKPORT**

SJ 894 913

★

Flour mill on this site built 1820 adjoining basin of the Ashton Canal. The present prominent and ornamental building dates from 1893. Still in operation by Nelstrop's.

**SK33 SILVER PAN FRUIT PRESERVE  
WORKS, BRIGHTON RD, STOCKPORT**

SJ 881 903

★

Of late 19<sup>th</sup> century origin. One & two storey building, part with saw-tooth roof, plus central engine house and chimney which still survives intact. Now in multiple occupation.

**SK34 ROBINSON'S UNICORN  
BREWERY,**

**LOWER HILLGATE, STOCKPORT**

SJ 898 904

★

The only surviving brewery in Stockport, Robinson's began brewing here in the 1860s. The present building on the site dates from the 1920s.

**SK35 CLIFTON'S ROYAL OAK  
BREWERY, COOPER ST. STOCKPORT**

SJ 898 895

★

The brewery was established here in around 1880, probably incorporating parts of the earlier cotton mill which stood on the site. Also on the site is a 3-storey mineral water manufactory of 1885. Later passed to Whitbreads but ceased brewing in 1957.

**SK36 BELL'S HEMPSHAW BROOK  
BREWERY STOCKPORT**

SJ 902 895

★

Established 1835 on the opposite side of Hempsaw Lane, the surviving red-brick building dates from

1930. Acquired by Robinsons in 1949, they moved out in 1976 and is now used by European Colour (Pigments) Ltd.

*AGRICULTURE & EXTRACTIVE*  
**SK37 LIME KILNS, MARPLE**

SJ 963 884

★

These lime kilns were established in 1797 in connection with the Peak Forest Canal, which was at the level of the top of the kilns. Little now remains except the consolidated front wall which used to have gothic detailing. Some of the lime works buildings facing Strines Road survive as house conversions. A canal arm led back from here to the canal at Possett Bridge where the main road crosses the canal.

**SK38 NORBURY COLLIERY,  
HAZEL GROVE**

SJ 937 855

★

Part of the Poynton coalfield, but just in Stockport, which ceased working in the 1890s, the pumping engine house of c1840 survives converted into a dwelling.

*UTILITIES*

**SK39 PORTWOOD GAS WORKS,  
STOCKPORT**

SJ 902 907

★

The Portwood Gas Works was established in 1878. Much of the site is now covered by the Peel Shopping Centre but behind it two spiral guided gas holders remain in use.



SK35: Clifton's Royal Oak Brewery. Photo: Roger Holden

## INTRODUCTION

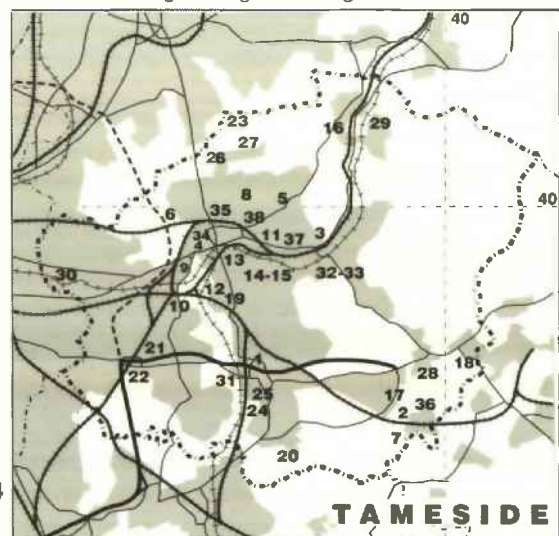
Tameside is a creation of local government re-organisation in 1974. Formed from nine towns, five of whom, strung along the River Tame, were amongst the most famous mill towns in the North West; Ashton-under-Lyne, Dukinfield, Hyde, Mossley and Stalybridge. However, industry spread throughout the remaining four towns of Denton, Droylsden, Hollingworth and Mottram.

Prior to industrialisation Tameside was a rural area with only two major settlements, Ashton-under-Lyne and Mottram-in-Longdendale, and hundreds of farms spread across the western Pennine foothills. This agriculturally marginal landscape was dominated by two large estates, the manor of Ashton and the Lordship of Longdendale, both of which had absentee landlords. These two factors helped to promote the growth of a large scale domestic-based textile industry during the 17<sup>th</sup> and 18<sup>th</sup> centuries, which is visible in both the probate evidence and in the 67 weavers' cottages still to be found in the district.

The principal industry of Tameside from the late 18<sup>th</sup> to the mid-20<sup>th</sup> centuries was the factory-based production of textiles, dominated by cotton spinning but with significant elements of the woollen and finishing industries. The textile trade was responsible for the hundreds of mills characteristic of the area and directly led to the growth of a large urban population based in the 19<sup>th</sup> century factory towns of Ashton, Dukinfield, Hyde, Mossley and Stalybridge.

274 textile sites are known from the borough and these were established in Tameside between 1763, when Hodge Mill in Broadbottom is first mentioned, and 1908 when the last mill to be built in the Borough, Ray Mill in Stalybridge, was completed. Only a handful of sites are now engaged in the textile trade, but around 100 sites still have buildings standing on them. These include the Castle Street Mills in Stalybridge, a fine surviving early spinning mill complex from the period 1805-20; Baylefield and Carrfield Mills in Hyde a combined mill spinning and weaving complex built by the Ashton family between 1817-90; Cavendish Mill in Ashton which is an early example of concrete filler-joist floor construction from 1884; and from the same year a large single storey weaving mill known as Carrs Mill. Many cotton mills were established by local tenant farmers in the late 18<sup>th</sup> century who became prominent factory owners in the 19<sup>th</sup> century. Particularly noteworthy are the Ashton, Cheetham, Mason, Mayall and Sidebottom families.

There were also a number of significant secondary industries. Little now remains of the 32 collieries in Tameside, but notable remains can still be seen in several places, including pits on Mottram Moor, a mid 18<sup>th</sup> century Newcomen engine house at Fairbottom and an early 19<sup>th</sup> century beam engine house at Rocher Vale. Engineering was a significant feature of Tameside industry with Daniel Adamson, one of



the promoters of the Manchester Ship Canal, based in Dukinfield, his nephew Joseph who was the first to produce electrically driven cranes and overhead travellers in Hyde and Henry Nield Bickerton's National Gas Engine Company in Ashton. The most long lived and accessible of these sites was that of the Park Bridge Ironworks, run by the Lees family from its foundation in 1786 until closure in 1963.

Denton, along with London, Luton and Stockport, was one of the four great centres of hat making in the country and had 127 hatting firms by 1864. The industry was dominated by small family firms until the end of the 19<sup>th</sup> century, when the hatting process was partially mechanised. This led to the creation of a number of factories around Denton, including the two largest hat factories in the world during the 19<sup>th</sup> century; Wilson's and Moores'. The last hat factory closed in the 1980s.



The borough also contains extensive and well preserved remains of the new industrial transportation systems. Remains associated with the turnpikes include a tollhouse in Mossley. The canal network was very extensive and includes remains of the Ashton, Huddersfield (whose course through Stalybridge is being rebuilt) and Peak Forest canals, along with their warehouses, locks and bridges. Amongst the railways that traversed the borough were the Manchester, Sheffield and Lincolnshire, later the Great Central and the London and North Western.

Although most of the textile industry has gone there are areas of Tameside where the landscape of striding mills and soaring chimneys can still be seen, in particular along the Ashton Canal between the Portland Basin and its junction with the Huddersfield Canal. The textile village of Broadbottom also has extensive remains open to the public. Yet the valley landscape of the Medlock, Tame and Etherow Rivers ensures that parts of the borough have retained their rural character, the background from which the industrial revolution sprang in this area.

#### TEXTILES

##### **TA01 BAYLEYFIELD MILLS AND CARRFIELD MILLS, NEWTON STREET, FLOWERYFIELD, HYDE**

SJ 947 955

★

These mills formed the integrated spinning and weaving complex of Ashton Brothers and are still operating as a subsidiary of Courtaulds. There are both multi-storey spinning mills and single storey, north-lit, weaving sheds of largely 19th century origin. In the 20th century Ashtons were amongst the leaders in innovation in industry. The Ashtons' family home, Floweryfield House, adjoined the mill and they were also responsible for the Unitarian Chapel, Sunday School and workers' housing in the adjoining textile community of Floweryfield.

##### **TA02 BROAD MILLS, BROADBOTTOM**

SJ 993 936

★

Extensive ruins, now displayed for the public, of the combined Broad Mills complex built by William and George Sidebottom between 1802 and 1849. Visible remains include the foundations and head and tail race of the first water powered cotton spinning block, the Old Mill, built in 1802; the ground floor and water-wheel pit for the New Mill built in 1814 and the steam engine house with engine beds for the 1824 mill. Also visible is one wall of the 1849 weaving shed and the foundations of a gas holder. Associated textile community, built between 1802 and 1827, to the north includes surviving three storey workers' housing of 1827 along Well Row.



**TA03 CASTLE STREET MILLS,  
STALYBRIDGE**

SJ 962 985

★

Earliest large scale mill complex to survive in Tameside. Established by George Cheetham in 1805, with a large four-storey, 24 bay, brick-built spinning block fronting Castle Street dating from 1805-20. Two other spinning blocks were added by 1827; remains of the engine house also survive.

**TA04 CAVENDISH MILL,  
BANK STREET, ASHTON-UNDER-LYNE**

SJ 936 986. LBII

★

Five storey, brick cotton spinning mill, built 1884, with staircase around the lower part of the chimney stack. An early example of concrete filler-joint floor construction. Ceased spinning in 1934 and has now been converted into flats.

**TA05 CARRS MILL,  
ASHTON-UNDER-LYNE**

SD 952 000

★

1884, large single storey brick weaving mill with cast iron columns and trusses supporting a north-light roof. The engine house was the tallest building on the site. Unusual location for a late weaving mill.

**TA06 COPLEY MILL, STALYBRIDGE**

SJ 973 988

★

Large stone-built cotton-spinning mill and warehouse complex with three, four and five storeys built in the period 1827-71 with associated workers' housing built by James Wilkinson.

**TA07 HODGE PRINTWORKS,  
BROADBOTTOM**

SJ 989 935

■

Hodge Mill was established in 1763 as a woollen mill, and was the earliest such site in Tameside. It was converted to cotton in 1789 by Samuel Eaton, who built the nearby Summerbottom weavers' cottages and later became a print and dye works. Remains of numerous early 19<sup>th</sup> century dye vats have been displayed. Remains of the water-powered engine house, leats and also warehouse survive, although these are in private hands.



TA07: Dye Vats, Hodge Printworks, Broadbottom



TA08: Hurst Mill, Ashton-under-Lyne

**TA08 HURST MILLS,  
QUEENS ROAD, ASHTON-UNDER-LYNE**

SD 949 002

★

Combined cotton spinning and weaving mill of 1847 and associated textile community both built by the Whittaker family. Four storey brick-built spinning block on east side of Queens Road. Ornamental brickwork below parapet, Italianate water tower with clock at north-east corner. Weaving shed now gone.

**TA09 JUNCTION MILL,  
MARGARET STREET, ASHTON-UNDER-LYNE**

SJ 933 983

★

These mills have been mostly demolished but the 210 feet high octagonal brick chimney of 1867 survives as a local landmark. The crown top to this chimney is more characteristic of West Yorkshire than Lancashire.

**TA10 OXFORD MILLS,  
ASHTON-UNDER-LYNE**

SJ 930 979, LBII

★

Brick-built, six storey, cotton spinning mills, built 1845-1851 for Thomas Mason. Mill village, partially renovated. Impressive block in Trafalgar Square.

**TA11 RAY MILL,  
TAME STREET, STALYBRIDGE**

SJ 952 983

★

Along with its sister mills of Premier and Victor the

TA18: Weavers' Cottages  
Hollingworth  
Photo: Joyce Powell



most significant grouping of early 20<sup>th</sup> century mills in Tameside, built 1903-8. Ray Mill of five storeys, machine brick, brick piers, ornamental water towers, used for ring-spinning. Similar Victor Mill demolished. Premier Mill is the most unusual being a single-storey, multi-ridge roof, ring spinning and weaving mill, built 1906-7 and designed by Sidney Stott. External walls only survive at Premier. Premier and Ray Mills were electrically powered from the nearby SHMD Joint Board's main generating station.

**TA12 RYECROFT MILL,**  
RYECROFT STREET, ASHTON-UNDER-LYNE  
SJ 927 983 \*

The six-storey mill fronting Ryecroft Street is a fine example of an 1830s mill. The five-storey mill behind it is of 1845. These are the survivors of a complex of mills owned by Abel & James Smith Buckley.

**TA13 ST HELENS MILL,**  
CRESCENT ROAD, DUKINFIELD  
SJ 938 984 \*

Cotton spinning mill, the oldest part of which dates from 1819. Survives remarkably intact even though it ceased to be used as a cotton mill in 1876.

**TA14 TAME VALLEY MILL,**  
PARK ROAD, DUKINFIELD.  
SJ 950 983 \*

Three and four-storey brick-built cotton mill built 1853 which had the distinction of being the last mill in Tameside to spin cotton.

**TA15 TOWER MILL,**  
PARK ROAD, DUKINFIELD  
SJ 951 982, LBII \*

Four storeys, brick-built, with ornamental tower. One of the few surviving cotton spinning mills along Park Road. Built 1885.

**TA16 WOODEND MILL,**  
MANCHESTER ROAD, MOSSLEY  
SD 977 026, LBII \*

Four-storey, stone-built, cotton spinning mill of 18 x 10 bays, first built c.1848 for Robert Hyde Buckley, and later extended. One of the few mills still running in Mossley which in the 19th century was home to the large cotton spinning firm of Mayall.

**TA17 SUMMERBOTTOM WEAVERS COTTAGES, BROADBOTTOM**  
SJ 991 937, LBII \*

Row of nine three-storey stone-built cottages with flag roofs and four shared loomshops on the third floor each with long four-light mullioned windows and bridges at the back giving access to doors of weaving shops. Six cottages built by John Swindells of the nearby Hodge Mill in 1790. Three more added in early 19<sup>th</sup> century.

**TA18 WEAVERS' COTTAGES,**  
WEDNESOUGH GREEN, HOLLINGWORTH  
SK001 961, LBII \*

Earliest dated weavers' cottages in the Tameside area. Three storey, stone-built, double-depth pair of cottages with multi-light flat stone mullions to all floors and a datestone of 1772. At least 63 examples of this industrial building type survive in the Tameside area.

**TA19 CHAPEL FIELD ROPE WORKS**  
SJ 937 981 □

Founded in 1866 by William Kenyon, son of a weaver from Hurst and still run by the same family. Present rope factory site purchased in 1875 and comprises a range of late 19<sup>th</sup> and early 20<sup>th</sup> century one and two storey brick buildings, as well as later 20<sup>th</sup> century buildings.



TA20: Planking Workshop, Gee Cross

#### HATTING

#### TA20 PLANKING WORKSHOP, JOEL LANE, GEE CROSS

SJ 956 932, **LBII** ★

c 1839 single-storey stone-built, with two rooms, four vents in the southern wall and brick chimney on western gable. Used in the preparation of the felt. Rare survival of a building type once very common in Tameside.

#### TA21 J WILSON & SON'S HAT FACTORY, WILTON STREET, DENTON

SJ 923 957 ★

Four storeys, brick and cast-iron built, factory of 22 by 8 bays with impressive street frontage which



includes arched windows and terracotta decoration on pediments. Other surviving structures include, water tower with cast iron tank, older three-storey building to the north, and engine house with tall octagonal chimney. Built between 1872 and 1900 by Joseph Wilson. At its height employed 1100 people. Closed c 1982.

#### TA22 J MOORES & SONS HAT FACTORY, HEATON STREET, DENTON

SJ 918 954 ★

Large courtyard complex built between 1892 and 1912 by John Moore. Manchester road frontage has a very long two storey brick frontage which includes terracotta detailing. Engine house, boiler house and chimney survive in the centre of the complex. Closed c 1982.

#### ENGINEERING

#### TA23 PARK BRIDGE IRON WORKS

SD 940 025 ■

Outstanding example of an industrial community associated with wrought iron manufacture and textile machinery making. Started c 1784 by Samuel and Hannah Lees on site of former corn mill on River Medlock, making rollers and spindles for the new cotton mills. Continued by Hanna's sons and considerably extended in later 19<sup>th</sup> century; new roller-making shop, rolling sheds, drop forge. Remains of Four-storey cotton-doubling mill on site of first works. Remains of later rolling shop on hill above. Five-aisle single-storey rolling mill for wrought iron bar production in valley to east, now used for storage. Dean House on hillside

#### TA24 JOSEPH ADAMSON'S ENGINEERING WORKS, HYDE

SJ 944 946 ★

Founded in 1874 and noted for manufacture of steam boilers and later electrically driven cranes and overhead travellers. Long ranges of one and two storey brick buildings by the railway, including datestones of 1885, 1896, 1898, 1900 and 1903.

#### COAL MINING

#### TA25 GLASS HOUSE FOLD COLLIERY & GLASSWORKS

SJ 941 947 ■

Remains of the 19<sup>th</sup> century colliery manager's house, (formerly a 17<sup>th</sup> century farmhouse), recently displayed, along with the site of the 17<sup>th</sup> century glass works. This included a coal-fired glass-making furnace and three subsidiary furnaces, established around 1616 by Isaac de Houx and working until the 1650s.

#### TA26 FAIRBOTTOM BOBS

SD 936 020 ■

Site of 18<sup>th</sup> century Newcomen pumping engine

*left:* TA21: Wilson's Hat Factory, Denton



for Fairbottom Colliery. The engine itself was removed to Dearborn, Michigan, USA, by Henry Ford in 1929. Recently excavated and consolidated. Remains of stone and brick built engine house and pit for the cylinder visible.

### **TA27 ROCHER VALE COLLIERY ENGINE HOUSE**

SD 944 024 ■

Early 19<sup>th</sup> century stone built, two storey, beam engine house, with tall windows and engine beds visible. Leat from the River Medlock runs to the north of the building and supplied water for the boilers. Only remains of Rocher Vale colliery.

### **TA 28 MOTTRAM MOOR COAL PITS**

centred SJ 995 951 \*

Run of six opencast coal pits on Mottram Moor, Mottram-in-Longendale dating from the 17<sup>th</sup> and 18<sup>th</sup> centuries.

### **TRANSPORT**

### **TA29 WOODEND TOLL BAR COTTAGE, EAST SIDE OF MANCHESTER ROAD, MOSSLEY**

SJ 978 027 \*

1820s stone-built, slate roof, projecting angled front for visibility along road. Gothic windows and doorway. Road side is single-storey but the rear is two storeys and built into the valley side.

### **TA30 DOUBLE LOCKS, ASHTON CANAL, DROYLSDEN**

SJ 900 979 \*

A fine grouping of canal buildings with at its centre two sets of locks doubled after opening of canal. Older locks have masonry sides, later are brick. At eastern end is a single-storey brick-built tollhouse, two-storey lock keeper's house, a humped single-arched stone footbridge with parapet of stone flags and a stone boat house of 1833.

### **TA31 HYDE WHARF**

SJ 943 951 \*

On the eastern side of the Peak Forest Canal is a fine brick-built warehouse of 1828, two storeys and basement, five by three bays, semi-circular arched windows, central opening in road front blocked, loading opening on canal front with windows each side.

### **TA32 CANAL WAREHOUSE, MELBOURNE STREET, STALYBRIDGE**

SJ 96 98 \*

Four storey brick warehouse on the northern side of the Huddersfield Canal. Loading doors and hoists still present on the canal side.

### **TA33 CORNMILL CANAL WAREHOUSE, STALYBRIDGE**

SJ 96 98 \*

Three storey, stone built warehouse on the northern side of the Huddersfield Canal. Loading doors



TA30: Droylsden Boat House and Ashton Canal



TA31: Warehouse at Hyde Wharf

on the southern canal side. Cart loading entrance on the western side of the building.

### **TA34 PORTLAND BASIN (NEW WHARF) ASHTON-UNDER-LYNE**

SJ 934 985 ■

At the junction of the Ashton Canal, opened in 1796, and Peak Forest Canal, opened 1797. Four storey brick warehouse of 1834, with two central loading bays. Most of the warehouse was destroyed by fire in 1973. The ground floor with its loading bays, part of the water-wheel power system and cast iron columns to ground floor, are original. The rest is a reconstruction of 1998-99. Towpath bridge of 1835 over Peak Forest Canal; fine example, single arch, stone-built, 20 arch stones each side of keystone, path surfaced with stone setts, parapet of stone flags. Three-arched sandstone aqueduct over river Tame, arched in plan, with buttresses.

### **TA35 OLD WHARF, ASHTON-UNDER-LYNE**

SJ 941 988 \*

Original wharf at junction of Ashton and Huddersfield canals; the latter was partly opened in 1798 and throughout in 1811. The wharf is clearly visible but the arm of the canal has been filled in. To the east are the remains of an arm from the Huddersfield Canal to a warehouse, and of Whitelands tunnel, 137m (150 yards) long, opened before 1911, and Whitelands locks. West of the wharf is



TA37: Stalybridge Station

the site of Park Parade Station on the Sheffield Ashton under Lyne & Manchester Railway (later MSLR) line from Guide Bridge to Stalybridge, opened 1845. Approached by a long curbed 33 arch stone viaduct across the Tame valley. The

Station Hotel survives, the former goods yard is still open space and below Lower Wharf Street are the foundations of the former warehouse which was a rail, road and canal terminus.

### TA36 BROADBOTTOM STATION

SJ 996 938

★

Three storey stone station house and waiting rooms of 1850s built in Italianate style with round-headed windows and projecting roof. To the east is the large brick-built railway goods shed of 1843 with coped gables and large arched doorways still visible. Now converted for use as a riding centre.

### TA37 STALYBRIDGE STATION

SJ 958 986

★

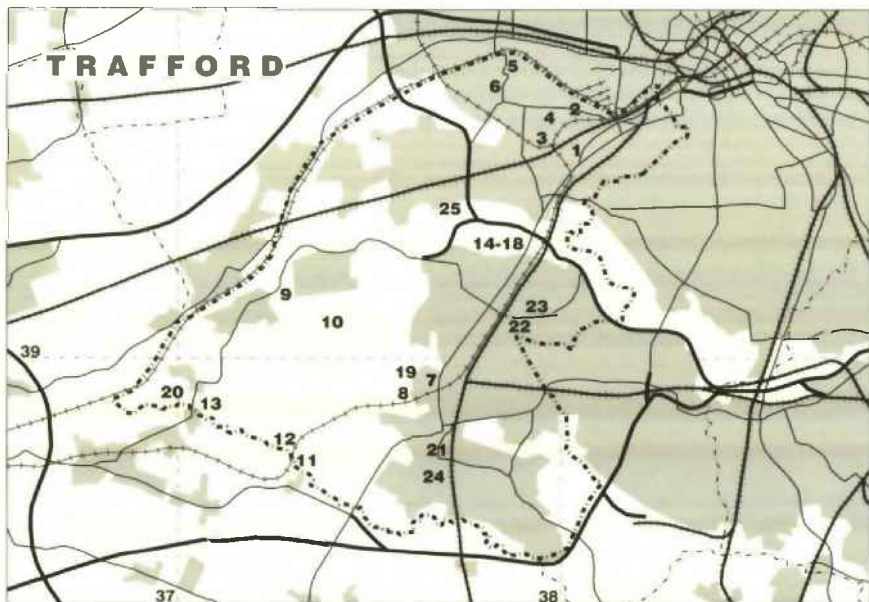
Original terminus of the Manchester, Sheffield and Lancashire Railway, opened in 1845 and the Lancashire and Yorkshire Railway opened 1846. Surviving buildings include plain brick-built waiting rooms fronted by glass awnings supported by decorative cast-iron columns and braces, and embellished with simply fashioned timber valences.

### TA38 TRAM DEPOT, MOSSLEY ROAD, ASHTON-UNDER-LYNE

SJ 947 994

★

Single-storey, multi-gabled building built by Oldham, Ashton and Hyde Electric Tramway Company in 1904. Front and rear gables topped with decorative finials. Below these the front elevation contains large arched tram doorways, while the rear includes attractive triple-arched windows.



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## INTRODUCTION

The modern borough of Trafford was formed in 1974 from the rural townships of Dunham Massey, Carrington, Partington and Warburton, the urban districts of Bowdon, Hale and Urmston, and the municipal boroughs of Altrincham, Sale and Stretford. These areas span both banks of the middle reaches of the River Mersey and thus parts of old Cheshire and Lancashire but geographically are linked by a narrow transport corridor that runs north-east to south west through the borough; for over 7km the line of the Chester to Manchester Roman Road (turnpiked in the mid-18<sup>th</sup> century now the A56), the Bridgewater Canal and the Manchester South Junction and Altrincham Railway run within a few hundred metres of each other. Prior to industrialisation most of these areas were owned by two ancient manorial estates; that of the Earls of Stamford whose centre was Dunham Massey, and that of the de Trafford family of Trafford New Hall in Stretford.

The opening of the Bridgewater Canal as far as Altrincham in 1765 stimulated the development of market-gardening in a number of townships; for many years Stretford was famous for its pigs and Altrincham for its vegetables. There were a number of canal wharfs along the Bridgewater Canal through Trafford, the largest of which was at Broadheath, a mile to the north of Altrincham. However, the influence of the two ancient manorial estates ensured that there was little industrial development in the area during the late 18<sup>th</sup> and early 19<sup>th</sup> centuries. Consequently, Trafford's landscape is not dominated by the multi-storeyed cotton mills which characterise the other nine boroughs of Greater Manchester but by farmsteads and urban housing. Two fine corn mills can still be seen in rural settings within the borough; the 1616 brick mill at Dunham and the mid-19<sup>th</sup> century Little Bollington mill near Bowdon.

Although mixed agriculture was the dominant industry until the mid-19<sup>th</sup> century and a number of very fine farm complexes survive in the rural townships of Dunham and Warburton, domestic textile production was the next most important occupation. During the late 18<sup>th</sup> century Altrincham was noted for its worsted manufacture and there were three cotton spinning factories built in the town during the 1780s and 1790s. By the 1850s both aspects of this textile industry had vanished, although some local farmhouses retain multi-light windows in the attic for weaving or spinning rooms. In the first half of the 19<sup>th</sup> century Urmston was the centre of a very strong domestic cotton weaving industry, which was only ended in the 1850s by the construction of the combined Flixton Cotton Mills in 1851.

The modern suburban character of Trafford was established in the middle of the 19<sup>th</sup> century, the area acting as a series of dormitory towns for the commuters of Manchester. The primary stimulus for this development was the opening of one of the country's first suburban railway lines in 1849; the Manchester South Junction and Altrincham Railway. This was followed in 1873 by the opening of the Cheshire Lines Committee railway line to Warrington via Urmston and Flixton. The railway stations of the Trafford



area still retain many fine architectural features from the mid to late Victorian period. Between 1849 and 1900 the rural communities of the Trafford area were swamped by the rapid population growth of the old urban centres of Altrincham, Sale and Stretford, and the development of new urban areas in Bowdon, Hale and Urmston. These new urban areas were dominated by villa style residences built for the middle classes of Manchester. Notable concentrations of such properties can still be found in Altrincham, Bowdon, Hale and Urmston.

The development of the Manchester Ship Canal, and the industrial centres of Broadheath and Trafford Park in the 1880s and 1890s (the latter two projects stimulated by the Stamford and de Trafford families who dominated the area to the end of their lives) marked the beginning of serious industrial development focussing on engineering. At its peak Trafford Park, with the Metropolitan Vickers engineering complex at its heart, employed over 40,000 people. Yet throughout the 20<sup>th</sup> century industry within the Trafford area was to remain within tightly defined areas; small islands fringed by terraced housing and surrounded by seas of leafy suburbs.

Broadheath declined as an engineering centre during the 1980s, although the Linotype buildings and its associated garden-style workers' housing can still be seen, and Trafford Park was reborn as a retail and warehousing area during the 1990s. Coupled with the revitalisation of the Manchester South Junction and Altrincham Railway as part of the Metrolink network during the early 1990s the character of the Trafford area, at the beginning of the 21<sup>st</sup> century, has returned to what it was in the late-19<sup>th</sup> century; a largely dormitory area dominated by transport networks, market centres and urban housing.

## ENGINEERING

### TR01-04 TRAFFORD PARK

★

The industrial estate was developed from 1896 by manager Marshall Stevens to generate trade for the Ship Canal. It was once a concentration of engineering and manufacturing which employed 70,000 people. Although redeveloped in recent years and now given over largely to storage and distribution services it still contains many important industrial sites. Trafford Park Cable Works, Trafford Park Rd (TR01; SJ 805 963). This is the former Glover's cable works. Complex includes a long frontage with tall gable-roofed workshops in centre and at each end. Trafford Park Flour Mill, Trafford Wharf Rd (TR02; SJ 802 969) has two square

grain elevator towers with a central office block. Round tank silos behind. Trafford Park Electrical Works, Westinghouse Road, (TR03; SJ 794 961) was the earliest engineering complex in the park. Former Metropolitan-Vickers later GEC works planned by Manchester architect Heathcote and built between 1899 and 1902 by British Westinghouse Electric Company. Foundries and machine shops have all been cleared except for modern Hotpoint building. There remains the tall redbrick headquarters building modelled on its twin in Pittsburg. The former World War II Bomber factory on Mosley Rd. is still occupied. Trafford Park Village (TR04; SJ 795 966) was developed by Trafford Park Dwellings Ltd 1899-1904 for incoming work-



Trafford Park AP -  
Westinghouse Road runs  
along the bottom of the  
picture  
Source of data AGMA  
Reproduction Software Cities  
Revealed

ers on the American gridiron pattern with streets and avenues given numbers instead of names. There were 600 houses together with shops, schools, churches, baths, recreation grounds etc. After recent clearance, the Council school was converted to a training centre and is a good example of the all-age elementary building. A block of shops on 3rd Avenue has also been refurbished, and the former RC school (St. Anthony's) is now the Heritage Centre. The Ford Motor Works was situated on 1st Avenue (1911-31) and the firm also made aero engines in the Park during the second World War.

### **TR05 THE TRAFFORD PARK KELLOGG FACTORY**

SJ 784 980

★

A relative latecomer to the Park and built in 1938 after the famous American health food advocate decided to enter the European market. Had own wharf on Bridgewater Canal and fleet of grain barges.

### **TR06 TAC CONSTRUCTION MATERIALS FACTORY, ASHBURTON ROAD**

SJ 778 973

★

Another good example of 1930s factory architecture built by Turner and Newall for Asbestos manufacture. The entrance and the directors' dining suite with large bay window at the top are worth noting.

### **TR07 BROADHEATH INDUSTRIAL PARK**

centred SJ 765 891

★

Although Trafford Park is regarded as the world's first dedicated industrial park, it had a precursor in Broadheath. Found in 1885 by the Earl of Stamford on 250 acres of land to the north of Altrincham it pre-dates Trafford Park by more than a decade. By the 1900s it hosted a number of nationally important engineering firms including Thornton-Rickard (camera and photographic equipment manufacturers), Tilghmans Sand Blast Company Ltd, Churchill Machine Tools Company and the Linotype Machinery Company, printing machine manufacturers (**TR24**).

### **TR08 LINOTYPE WORKS AND INDUSTRIAL HOUSING, BROADHEATH**

SJ 763 889

★

Most of the Broadheath firms closed in the late 1980s and early 1990s and many of the building complexes were demolished in the late 1990s. Consequently, the 30 acres of the Linotype works, founded in 1896, is the only substantial complex left. The factory comprises a central large steel-framed workshop, for manufacturing printing machines, supposedly four times the size of Westminster Hall. The site is dominated by the



**TR08: Linotype Works Broadheath**

company offices which have an elaborate brick and tile two storey facade topped by a clock tower. The housing estate, built in the garden-suburb style, originally had 172 five and seven-roomed terraced houses.

### **CHEMICALS AND PAPER MAKING**

#### **TR09 CARRINGTON CHEMICAL WORKS**

SJ 73 92

★

Gas and petro-chemical works covering more than 1km square on the northern side of Carrington Moss developed in the second half of the 20<sup>th</sup> century. Dominated by gas holders and petro-chemical storage facilities.

#### **TR10 PARTINGTON PAPER MILL**

SJ 704 912

★

Established in 1755 as a water powered paper mill, later converted to steam. From 1796 to 1855 it was used as a slitting and rolling mill. Remains of the canal quay cut into bedrock and building foundations for the site of the water-powered mill still visible on the south-eastern bank of the Mersey.

### **CORNMILLING**

#### **TR11 DUNHAM MASSEY SAW MILL**

SJ 734 873

★

Built 1616, one of earliest brick structures to survive in the county. Overshot waterwheel runs once a week during the summer. Millstone of 1666 in the grounds. Supplied by a leat system over 4km long rising in the centre of Altrincham.

#### **TR12 LITTLE BOLLINGTON MILL**

SJ 730 871

★

Four storey, brick built nearly square-plan corn mill built c 1860 on the site of its medieval predecessor. Earlier head and tail race for a water wheel still visible. Now flats.

#### **TR13 WARBURTON MILL**

SJ 704 888

★

Site of medieval and post-medieval corn mill which was working as late as 1990 on the southern bank of the River Bollin. Only head and tail race survives. The head race comprises the stone weir and the sluice gate for the wheel pit.



TR19: Canal Warehouse, Broadheath

## TRANSPORT

### TR14-18 THE BRIDGEWATER CANAL \*

The canal passes through the whole length of the borough. Amongst the most memorable monuments along its length are the remains of Cornbrook Weir where the overflow apron and syphon leading to the tunnel channelling the Cornbrook beneath the Bridgewater canal still be seen (**TR14**; SJ 822 970); the three segmental-arched, Cut Hole Aqueduct in stone and brick over the River Mersey overflow channel with (**TR15**; SJ 796 938); the single segmental-arched brick aqueduct of Barfoot Bridge designed by Gilbert & Brindley (**TR16**; SJ 795 933) over the River Mersey in Sale; a raised tow path (**TR17**; SJ 795 933 to SJ 792 896) which runs along the western side of the canal from Barfoot Bridge over the Mersey to Dane Road in Sale; and the monumental engineering feat of the mile long Dunham Embankment and Aqueduct (**TR18**; SJ 735 880 to SJ 720 866), where the canal crosses the River Bollin on an earthen causeway.

### TR19 CANAL WAREHOUSE, BROADHEATH

SJ 765 890

\*

Three storey brick-built warehouse of 1833 on the southern side of the Bridgewater Canal, with central loading opening and coped gables. The only remains of the Broadheath wharf and coal staithe.

### TR20 WARBURTON TOLL BRIDGE

SJ 698 897

\*

Single span iron toll bridge, with stone abutments at either end. Built in 1863 across the River Mersey. Decorative cast-iron railings survive on the northern side of the bridge. The vernacular revival style brick toll house also survives. Succeeded by the high level bridge (**SA 32**) over the Manchester Ship Canal.

### TR21-24 MANCHESTER SOUTH JUNCTION & ALTRINCHAM RAILWAY \*

The Manchester South Junction and Altrincham Railway was opened as far as Altrincham in 1849 as one of the country's earliest suburban lines and was a major stimulus in the urban growth of a number

of dormitory towns along its length (Stretford, Sale and Altrincham). The present Altrincham Station (**TR21**; SJ 770 879) was moved to its current site in 1881 and buildings of that date include Gothic-style brick waiting rooms and ticket office and cast iron canopies and foot bridges with ornamental wood work. Other notable stations along its length include the LB 2 Brooklands (**TR22**; SJ 784 912) and Sale (**TR23**; SJ 789 920), both characterised by late Victorian cottage style buildings in brick with gables and gothic-style pointed windows and cast-iron platform canopies with ornamental woodwork. The fine LB2 Hale Station (**TR24**; SJ 770 869), with its gothic style booking office and station manager's house and cast iron platform canopies and foot-bridge, was opened in 1862 as part of the Cheshire Midland extension of the line.

### TR25 URMSTON STATION

SJ 766 946

\*

Typical Cheshire Lines Committee station built 1873. Cottage buildings in brick with gables and gothic-style pointed windows and cast-iron platform canopies with ornamental woodwork.



TR24: Hale Station



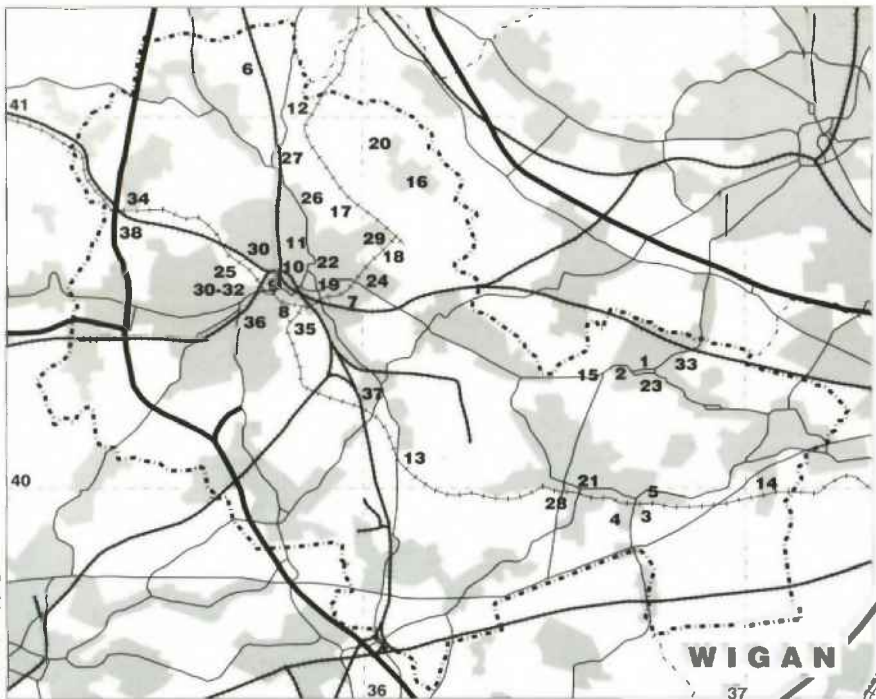
## INTRODUCTION

The modern borough of Wigan, the largest in the county, encompasses both the medieval royal borough founded in 1246, and the industrial towns of Atherton, Hindley, Leigh and Tyldesley. The borough's landscape ranges from the lowlands around Chat Moss in the east to the valley of the River Douglas which snakes around the centre of Wigan and the upland areas around Billinge in the North-West.

This varied, undulating, landscape was noted for three major industries, coal, engineering and textiles, whose origins can be traced to the 16<sup>th</sup> and 17<sup>th</sup> centuries. There were notable concentrations of coal workings around Aspull, Billinge and Haigh, partly as a result of the promotion of two local families; the Bankes of Winstanley Hall and the Bradshaighs of Haigh Hall. Wigan was the centre of a considerable domestic industry with brass, bell and pewter-making workshops. Likewise, Atherton, Hindley and Orrell were noted for their nail making. Wool and flax production in the Wigan area are attested from the late 16<sup>th</sup> century, and by the end of the 18<sup>th</sup> century there was a strong domestic trade based on the production of linen checks, calicoes and fustians.

The development of industry in the Wigan area during the 18<sup>th</sup> and much of the 19<sup>th</sup> century was led by a steadily increasing coal output. As early as 1789 the Wigan area had become the major centre of coal production in the Lancashire coalfield with activity focussed in a number of distinct areas from Billinge, Haigh, Orrell and Standish to the north and west of the town, Abram, Ashton-in-Makerfield, Ince-in-Makerfield and Golborne to the south, and Atherton and Tyldesley to the south-east. Coal mining towns grew up at Atherton, Leigh and Tyldesley, although much of this industry remained scattered across the countryside. In 1854 there were 54 collieries recorded around Wigan and 15 around Leigh, a fifth of all those in Lancashire.

By the mid-19<sup>th</sup> century engineering and iron production were also significant features of the area with eleven firms in Atherton involved in nail making. An ironworks was established in Haigh as early as 1789





W114: Astley Green Colliery Pit Head

1889 until the First World War the largest ring spinners in Britain, ffarington, Eckersley & Co Ltd of Western Mills and from 1901 also at Swan Meadow Mill.

The other centre of cotton spinning was the late cotton town of Leigh which by 1901 had a population of 40,001 and continued to expand its weaving capacity until 1927 and cotton spinning until 1936. Along the canal through the town are a number of late 19<sup>th</sup> and early 20<sup>th</sup> century factories which form one of the few surviving extensive mill landscapes in Greater Manchester. These mills averaged around 100,000 spindles each and their design and stylistic flourishes typified the peak of the regional mill-building tradition. In 1929 the area could boast the second largest cotton-spinning firm in the world, at 3.2 million spindles, with the creation of the Combined Egyptian Mills with 34 mills concentrated around its Atherton headquarters.

The 20<sup>th</sup> century saw the decline of Wigan's two largest industries, first coal and then later textiles. However, engineering and food processing continued to be important elements in the borough's economy whose diversification was always a key factor in the area's success.

## TEXTILES

### **W101 ENA MILL, FLAPPER FOLD LANE, ATHERTON**

SD 672 035, **LBII**

★

A very complete example, including chimney and engine house, of an Edwardian mill, built 1908. Of red and yellow brick with terra-cotta decoration. In more recent years this has been called E Mill.

### **W102 HOWE BRIDGE MILLS, ATHERTON**

SD 673 033

★

**66** A large complex of mills, developed from the 1870s until the 1920s. The surviving parts remained in use for textile production until 1999. This con-

and in 1858 the Kirkless Iron Works opened, supplying the local coal mines.

The concentration of the coal, engineering and textile industries encouraged the development of the Douglas Navigation northwards to the Ribble estuary and brought the Leeds & Liverpool Canal through the area in the 1790s. In 1821 a branch south-eastwards joined this canal with the Bridgewater at Leigh. Later, in the 1830s, it also led to Wigan becoming one of the first towns in England to be served by the new railways with branches southwards to the Manchester and Liverpool Railway and northwards to Preston. During the 19<sup>th</sup> century Wigan town's population soared from 10,989 in 1801 to 60,764 in 1901 and the growing borough invested in tramways and later buses.

The lack of fast-flowing streams in the borough delayed the adoption of the new water-powered cotton spinning mills and it was not until the 1800s that cotton factories began to spread into the area. By 1818 there were eight mills concentrated in the Wallgate area of Wigan.

Wigan's dominance as a cotton town did not begin until the late 19<sup>th</sup> century and lasted until the mid-20<sup>th</sup> century, largely due to a willingness to adopt new technology, such as ring spinning, and new structures such as joint-stock company. Consequently, it has some very fine late mill complexes and from

sisted of No.3 mill of 1892 and the adjoining No.6 mill of 1914 and later. Also on this site is Unit 1 built in 1978, the first, and probably only, new building for cotton spinning in Lancashire since the 1920s, but it is indistinguishable from other industrial buildings.

### **W103 ALDER MILL OFFICE/ GATEHOUSE, CLYDE STREET, LEIGH**

SJ 669 996, **LBII**

★

Highly decorative, eccentric, single storey building in red, yellow and blue bricks and yellow terracotta dressings built in 1907. The interior retains its original wood panelling, stained glass and Art Nouveau tiling.



WI08: Western Mills, Ince.

Photo: Mike Haddon

**WI04 BUTTS MILL,  
BUTTS STREET, LEIGH**

SJ 667 994, **LBII**

★

Typical early 20<sup>th</sup> century six storey cotton spinning mill designed by Stott & Sons of Oldham. Of steel frame reinforced concrete floor construction, faced in red brick and decorative terracotta giving a very pleasing aspect. The tower is topped by a scalloped terracotta parapet and a copper dome with finial. At the east end is a detached 'cottage style' office block. The building is now used as a factory for the production of electric wiring harnesses.

**WI05 LEIGH SPINNERS LTD MILL,  
PARK LANE, LEIGH**

SJ 673 997, **LBII**

★

Early section of the mill dates from 1913 and is to a design by Bolton architects Bradshaw Gass and Hope, who were also responsible for the western 'twin', construction of 1923, one of the last traditional mills to be erected in Lancashire. Six storey mill in red brick enhanced by buff brick banding and dressings. The chimney, boiler and engine houses are located centrally between the main blocks, the No.2 Engine House, still contains its Yates & Thom steam engine.

**WI06 DOUGLAS MILL,  
BRADLEY LANE, STANDISH**

SD 572 112

★

This mill is the only mill still engaged in traditional textile manufacture and was the only cotton mill in Standish. Built in two stages, the single storey weaving shed opened 1900, and construction of the three storey spinning mill commenced in 1906.

**WI07 EMPRESS MILL,  
ANDERTON STREET, WIGAN**

SD 597 053

★

The best surviving example of the few single storey ring spinning mills built in the 1900s. It has been altered in converting it to industrial units and the prominent engine house has been demolished.



WI10: Coop & Co Ltd Clothing Factory.

Photo: Mike Haddon

**WI08 WESTERN MILLS,  
SWAN MEADOW ROAD, INCE**

SD 576 050, **LBII**

★

Western Mills together with the adjoining Swan Meadow Mills formed the large integrated spinning and weaving complex of Eckersleys. Much has been demolished but three spinning mills remain including Western No.1 Mill of 1883, Western No.2 Mill of 1888 and Western No.3 Mill of 1899 with cotton warehouse adjoining.

**WI09 TRENCHERFIELD MILL,  
WALLGATE, WIGAN**

SD 578 051, **LBII**

■

A typical Edwardian cotton spinning mill, 1907-1908, for William Woods & Son Ltd. This mill retains its engine which is steamed regularly and, together with a display of textile machinery on the ground floor, forms part of the 'Wigan Pier' complex.

**WI10 COOP & CO. LTD'S CLOTHING  
FACTORY, DORNING STREET, WIGAN**

SD 579 057, **LBII**

★

This impressive multi-storey renaissance style factory with its main facade in a combination of red and cream brickwork was constructed in three phases between 1871 and 1892. At one time it had the distinction of being the largest gentleman's suit-making establishment in England. Now refurbished for residential and office use.

**WI11 GIDLOW MILL,  
BRIDGEMAN TERRACE, WIGAN**

SD 579 066, **LBII**

★

Gidlow Mill, built 1863-65 was an integrated spinning and weaving cotton mill. Designed by the leading mill architect George Woodhouse of Bolton for John Rylands, the Italianate style brick spinning mill is only three storeys high, at a time when most of its contemporary structures were five storeys, and provides an impressive backdrop to the north end of Mesnes Park, Wigan's principal central recreational area, opened in 1878. Other buildings include two weaving sheds and engine house. Part of the mill now forms an annexe to the technical college.



## **W112 WORTHINGTON BLEACH AND DYE WORKS,**

CHORLEY RD, WORTHINGTON

SD 579 101

★

This extensive works was until its closure in 1998 the only significant factory in Wigan involved in the 'finishing' side of the textile industry. In its history it has been used for paper manufacture, dyeing and bleaching.

### **COALMINING**

## **W113 MAYPOLE COLLIERY,** **PARK LANE, ABRAM**

SD 614 011

★

Maypole Colliery represents one of the largest extant colliery remains. This colliery was the scene of the area's worst pit disaster, when an underground explosion in 1908 cost 75 lives. The colliery, opened in 1905, continued until 1959.

## **W114 ASTLEY GREEN COLLIERY,** **HIGHER GREEN LANE, ASTLEY**

SJ 704 999, **LBII**

■

A working colliery from 1912 until its closure in 1970. Nationalised in 1947, 2,800 tons a day were being produced in 1967. Most of the site was cleared, but the majestic No.1 shaft steel headgear and its associated engine house complete with huge 3,300 h.p. Yates & Thom steam winding engine have survived as a lasting monument to the once massive South Lancashire coal industry and is the only surviving pit head gear in Lancashire.

## **W115 GIBFIELD COLLIERY PITHEAD BATHS, COAL PIT LANE, ATHERTON**

SD 665 033

★

The provision of welfare and social facilities is exemplified by the opening of Gibfield Pithead Baths in 1913, the first such purpose built facility in the country. Consisting of a tall single storey building with lean to's along each side, the exterior remains largely as built. The colliery closed in 1963, but the building retains ceiling mounted clothes drying rack fittings and interior tile work. Now occupied by a firm of motor engineers.

## **W116 WALL HEY PIT VENTILATION SHAFT CHIMNEY, HAIGH RD, ASPULL**

SD 610 087

★

The squat square section brick chimney is a lone reminder of the many small scale collieries which once existed in this area. Wall Hey Pit was sunk in the early 1840s and closed around 1870. The mine was ventilated using the 'hot air rises' principle.

## **W117 GREAT HAIGH SOUGH OUTFALL, HAIGH COUNTRY PARK**

SD 591 071, **SAM**

★

**68** One of the country's most significant surviving mining engineering feats from the pre-steam power



W116: Wall Hey Pit Ventilation Shaft Chimney.

*Photo: Mike Haddon*

era. The 1,121 yard section to Sir Roger Bradshaigh's Park Pit became operational in October 1670 having taken 17 years to drive. It was subsequently extended in stages until at 2,864 yards long it drained the Fothershaw Pit. In the late 1860s the Wigan Coal & Iron Co. further extended it to serve as an outfall from their Aspull Pumping Pit, bringing it to its maximum extent of 4,600 yards.

## **W118 KIRKLESS COLLIERY WORKSHOPS, CALE LANE, WIGAN**

SD 607 065

★

The heart of Wigan's coal mining industry was at Kirkless, where a colliery and iron works were developed with associated workshops. These were considerably expanded during the latter part of the 19th century to cope with further collieries being opened by the Wigan Coal & Iron Co Ltd as well as the growing mechanisation being applied to mining. After nationalisation they provided engineering support to the whole of the North West Division of the NCB, which extended from Cumberland to North Wales. The complex has been redeveloped as a trading estate, retaining many of the workshop buildings.

## **W119 WIGAN & DISTRICT MINING AND TECHNICAL COLLEGE,**

**LIBRARY STREET, WIGAN**

SD 583 055, **LBII**

★

This impressive red brick and terracotta building of 1903 was designed in the Flemish Baroque style by architects F G Briggs and H V Wolstenholme and has an extension of 1926. It has been successfully converted into Wigan's 'new' Town Hall.



W119: Wigan & District Mining & Technical College.

Photo: Mike Haddon

## BREWING

### W120 HAIGH WIND PUMP, COPPERAS LANE, HAIGH

SD 604 089, **LBII**

★

Erected in 1845 to supply water to John Sumner & Co's Haigh Brewery, the pump stands directly above a well sunk for the purpose in the middle of a field on the Haigh estate and fed a reservoir at the Brewery. Externally the pump had the appearance of a small tower windmill with timber balcony, the tower section being of brick with sandstone lintels tapering from 13 feet diameter at ground level to 9 feet diameter at cap level. Height to the top of the unusual 'bullet' shaped cap is 27 feet and the original four sails were of Hooper's roller reefing type.



W120: Haigh Wind Pump.

Photo Mike Haddon



W121: Derby Brewery, Leigh.

Photo: Mike Haddon

### W121 DERBY BREWERY, LORD STREET SOUTH, LEIGH

SD 660 000

★

This site, built during the 1870s, now represents the most substantial surviving monument to the brewing industry in the Wigan area. The most interesting architectural feature of the premises is the brewery tower. It consists of a five storey section with two gabled ends on the eastern, front, elevation, which due to an angled south side wall merges into a single gabled configuration at the rear.

### W122 DOG & PARTRIDGE BREWERY, WALLGATE, WIGAN

SD 581 056, **LBII**

★

At the rear of this traditional town centre public house, now called The Bees Knees, is a small recently restored brewery building.

## ENGINEERING

### W123 COLLIER BROOK BOLT WORKS, BAG LANE, ATHERTON

SD 671 034, **LBII**

□

Only the Thomas Street works (SD 6777 0305) of Smith Bullough continues Atherton's nails, bolts, nuts and screws industry. At the recently closed Collier Brook Works are a range of buildings erected between 1850 and 1890, including the forge shop with its cambered-arched wall openings and louvered openings along the length of the raised central roof section. The interior retains not only its integral hearths but also some of the associated forge machinery.

## **WI24 CLARINGTON FORGE, MANCHESTER ROAD, INCE**

SD 594 055

★

Clarington Forge is a rare example of long term production consistency and has, for over 160 years produced edge tools, spades, shovels, forks etc for use in the mining construction, agricultural and gardening industries.

## **WI25 PAGEFIELD IRONWORKS, BERESFORD STREET, WIGAN**

SD 570 060

★

Wigan's most prominent engineering company, Walker Brothers, developed this site from 1873 onwards supplying a large range of equipment to the mining industry. Later they specialised in ventilation systems, air compressors and the manufacture of commercial motor vehicles. From 1945 traditional output was phased out after takeover by Walmsleys of Bury. The surviving buildings have been put to a variety of uses.

## **WI26 HAIGH FOUNDRY, LEYLAND MILL LANE, WIGAN**

SD 584 076 & SD 585 075

★

Established in 1788 by local land owner and colliery proprietor the 6<sup>th</sup> Earl of Balcarres. In 1812 Lancashire's first steam locomotive was built for use on Clarke's Orrell Collieries tramroad. Heyday between 1835 and 1856. Despite the lack of a rail connection, the works produced more than 100 locomotives for use at home and abroad. Other products at this time included structural ironwork and swing bridges, examples of the latter still surviving at Albert Dock, Liverpool and Humber Dock, Hull. One part of the site is still occupied by a small iron foundry.

### **TRANSPORT**

## **WI27 TURNPIKE TRUST CAST IRON MILEPOST BOARS HEAD BRIDGE**

SD 577 086. **LBII**

★

In 1837 the Haigh Foundry were commissioned to produce a series of cast iron mileposts to be erected along its turn pike roads. Several survive and the Boars Head example is significant as it is situated at the point where two turnpike roads diverge. Other examples include that outside No 247 Preston Road, Standish (SD 5566 1093) and on Chorley Road outside the Worthington Bleach and Dye Works (SD 5789 1006).

## **WI28 LEIGH CANAL WHARF & WAREHOUSES, CANAL STREET, LEIGH**

SJ 654 998

★

**70** The Wigan to Leigh canal is a 'branch' of the Leeds & Liverpool Canal and joined a similar 'branch' of the Bridgewater Canal, making it a



**WI26:** Haigh Foundry.

*Photo: Mike Haddon*

very important waterway, linking the Leeds & Liverpool to Manchester and all parts south. The Bridgewater reached Leigh first, opening in 1799. In 1820 the Leeds & Liverpool arrived to form an end on junction, and the Company established a wharf with warehousing. The smaller stone warehouse was built at the time of the opening, the larger brick version dates from 1894. The buildings now comprise the Waterside Inn plus office accommodation on the upper floors.

## **WI29 LEEDS & LIVERPOOL CANAL, WIGAN FLIGHT CANAL LOCKS**

SD 608 067 to SD 586 049 **LBII**

■

All the locks are listed together with most associated bridges. With a main route of 127 miles the Leeds & Liverpool Canal was the longest, single company canal ever opened in Britain and took many years to complete. Construction commenced in 1770 at both the Liverpool and West Yorkshire ends. Wigan was reached from Liverpool in 1780 and Aspull from the north a few years later, leaving just a 2.5 mile gap to complete the whole route. Unfortunately this short distance involved a height difference of approximately 200 feet, which required the construction of 23 locks. Work commenced in 1812 and took four years to complete. The canal has 91 locks throughout; the Wigan Flight represents nearly a quarter of the total. All these locks are to 'short boat' dimensions, ie 62 feet long and 14 feet wide.

## **WI30 CANAL BASIN, WALLGATE, WIGAN**

SD 577 052, **LBII**

■

A fine range of warehouses showing building material and design changes from the late 18<sup>th</sup> to late 19<sup>th</sup> centuries. The stone built warehouse No 1 'Terminal warehouse', the town's first canal warehouse straddles the end of the waterway, and incorporates two 'shipping holes'. Warehouse 2, built 1790, is a small three storey stone building, now used as an education centre. Warehouse 3, of 1860, is a larger brick warehouse of three storeys adjoining No 2. The building is now The Orwell pub. The final two brick warehouses were



built circa 1890s. No 4 is a single storey building with large cast iron columns along the canal side supporting the overhanging roof. Adjoining is No 5, a very large three storey warehouse, the most interesting feature of which is its central void with clear space from ground floor to roof. Nos 4 & 5 house the Wigan Pier Heritage Centre exhibition 'The Way We Were'.

**WI31 CANAL BOATYARD,  
SWAN MEADOW ROAD, WIGAN**

SD 578 050



To maintain its steam boats the Leeds and Liverpool Canal Company set up its own boat yard. Surviving buildings include workshops used for the repair of engines and other machinery and the dry dock, constructed alongside Lock 23 so that it could be drained by gravity and, still in use for its original purpose.

**WI32 ADAM RAILWAY VIADUCT,  
WALLGATE, WIGAN**

SD 571 051



On the Lancashire & Yorkshire Railway line from Wigan to Liverpool carrying it over the River Douglas, the present viaduct is a 1946 replacement utilising the original stone abutments. The four span structure is technically significant in being one of the earliest British examples of bridge construction using pre-stressed reinforced concrete.

**WI33 ATHERTON CENTRAL RAILWAY  
STATION**

SD 684 037



Stations on some LYR lines are characterised by yellow brick buildings and the use of island type platforms and Atherton is a typical example. Surviving original (1889) features are the elevated street level ticket office, the large platform canopy supported by six pairs of cast iron columns and the nearby large brick railway goods warehouse.

**WI34 GATHURST RAILWAY STATION**

SD 541 072



On the LYR line between Wigan and Southport, the line and station opened in 1855. The main station

buildings are constructed of stone. The station still functions, but main building is now a pub.

**WI35 WIGAN WALLGATE RAILWAY  
STATION**

SD 581 055



The station, built by the Lancashire & Yorkshire Railway to the design of their architect Henry Shelmerdine opened in 1896. The former platform buildings and gas-lit canopies have been replaced, but the original street level entrance building and roadside canopy remain.

**WI36 DOUGLAS BANK EAST SIGNAL  
BOX, WIGAN PIER HERITAGE CENTRE**

SD 576 052



The only surviving pre-grouping era (pre-1922) signal box from Wigan can be seen at Wigan Pier. Erected in 1904, the all timber box was five bays long containing a 40-lever frame. Now rebuilt in four bay format due to space restrictions, but still having its full length lever frame.

**WI37 PLATT BRIDGE STEAM TRAM  
DEPOT, TRAM ST, PLATT BRIDGE**

SD 603 024



Four bay brick-built sheds close to the outer terminus of the Wigan & District Tramways Company's 3' 6" gauge Wigan to Platt Bridge route which opened on 3.9.1896 using steam traction. The raised centre section of the gable ends indicate that the original roof structure had clerestories with louvered sides to allow steam and smoke to escape. Rear two bays have been demolished.

**WI38 GATHURST M6 VIADUCT**

SD 536 074



This relatively recent concrete and steel structure, constructed between 1959 and 1962, is an impressive piece of civil engineering. At 800 feet long it takes the north-south motorway over the valley of the once navigable River Douglas at a height of 87 feet and in so doing also crosses over the Leeds and Liverpool Canal and the Wigan to Southport railway.



WI27: Cast iron milepost.  
Photo: Mike Haddon

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## ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

This book is being published to mark the AIA's 2000 Conference at the University of Manchester. The AIA was established in 1973 to promote the study of industrial archaeology and encourage improved standards of recording, research, conservation and publication. It aims to support individuals and groups involved in the study and recording of past industrial activity and the preservation of industrial monuments, to represent the interests of industrial archaeology at national level, to hold conferences and seminars, and to publish the results of research. The Association is a voluntary one. It publishes the *Industrial Archaeology Review* which is sent twice yearly to all members, who also receive the quarterly *Industrial Archaeology News*. Further details may be obtained from the AIA Liaison Officer, AIA Office, c/o School of Archaeological Studies, University of Leicester, Leicester LE1 7RH.

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*Both Units are part of the University of Manchester Field Archaeology Centre*

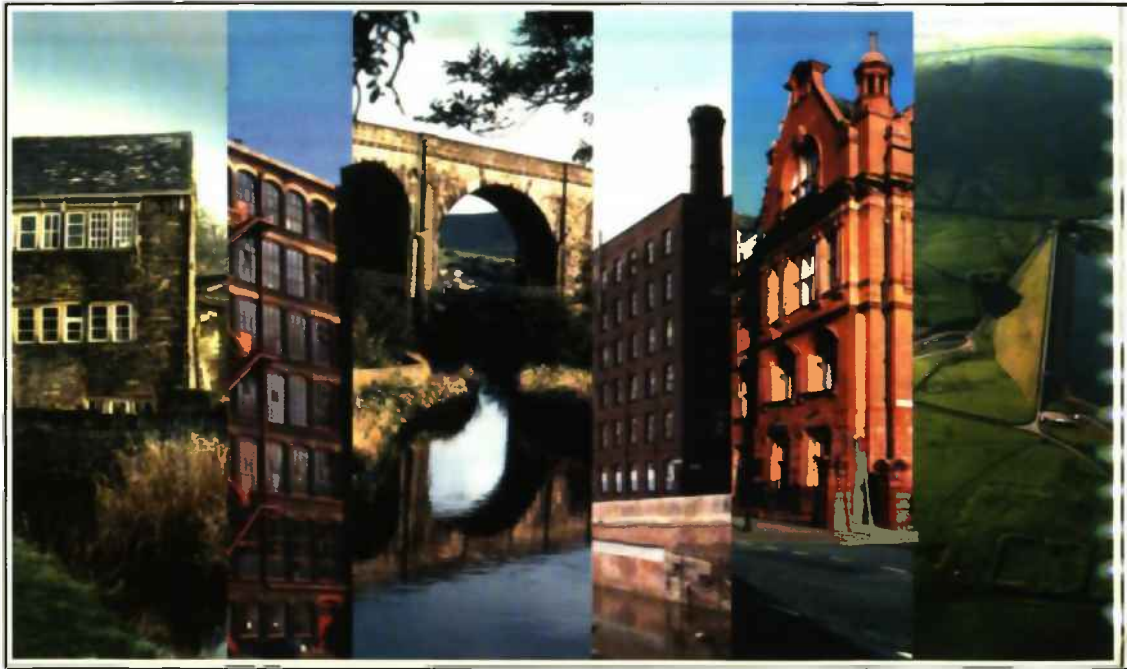
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