

**WIGAN PIER:
recent research**

DEREK WINSTANLEY

and

WIGAN ARCHAEOLOGICAL SOCIETY

WIGAN PIER

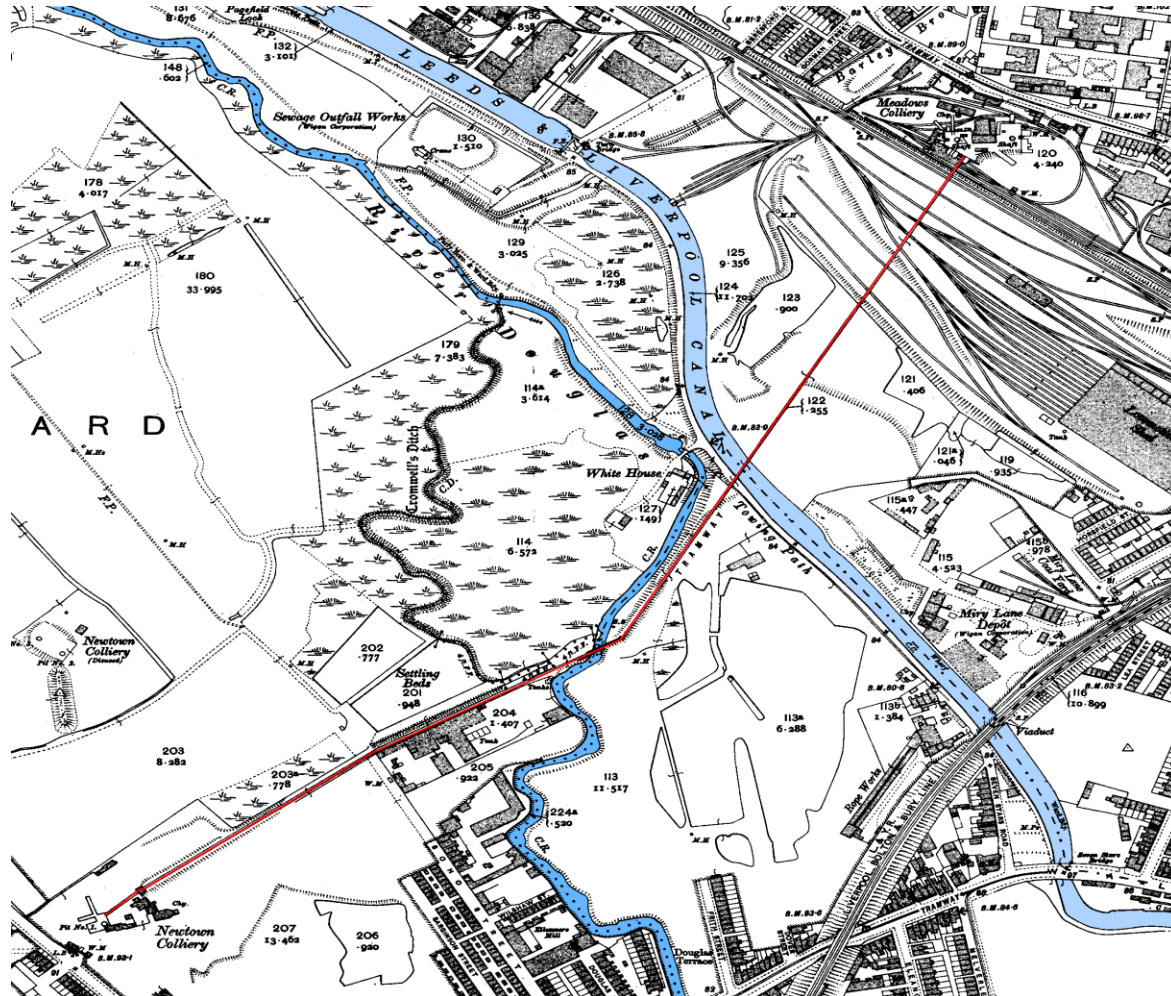


GEORGE FORMBY Sr. and Jr.



1908 OS MAP

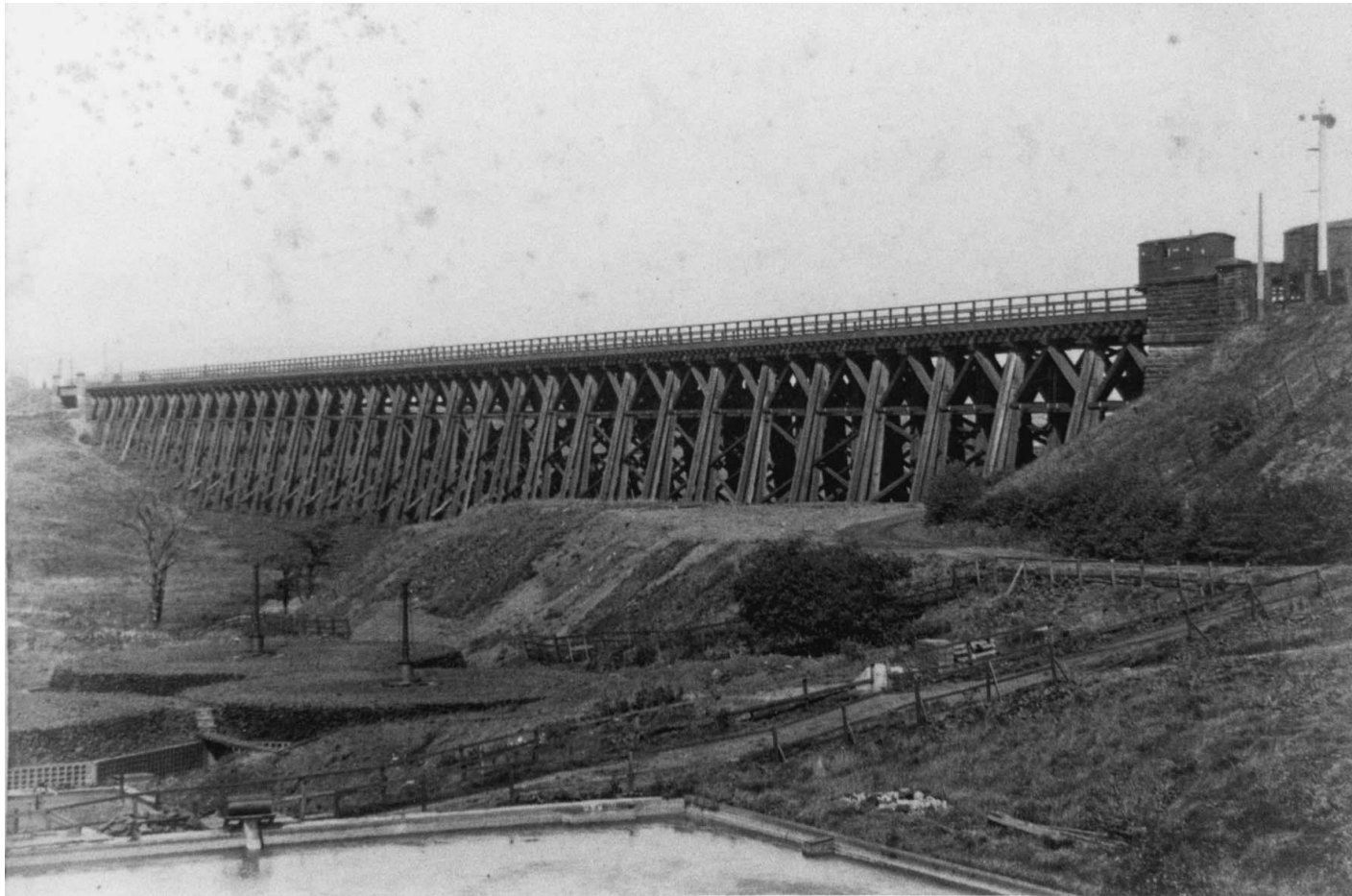
TRAMWAY or GANTRY from NEWTOWN COLLIERY to MEADOWS COLLIERY



1849 OS MAP



ELR VIADUCT, CHURCH, DEMOLISHED 1920s (Mike Clarke)



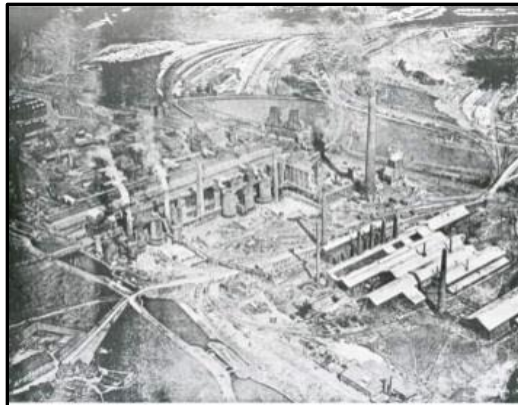
GEORGE ORWELL
visited Wigan 1936
wrote “The Road to Wigan Pier”
1937



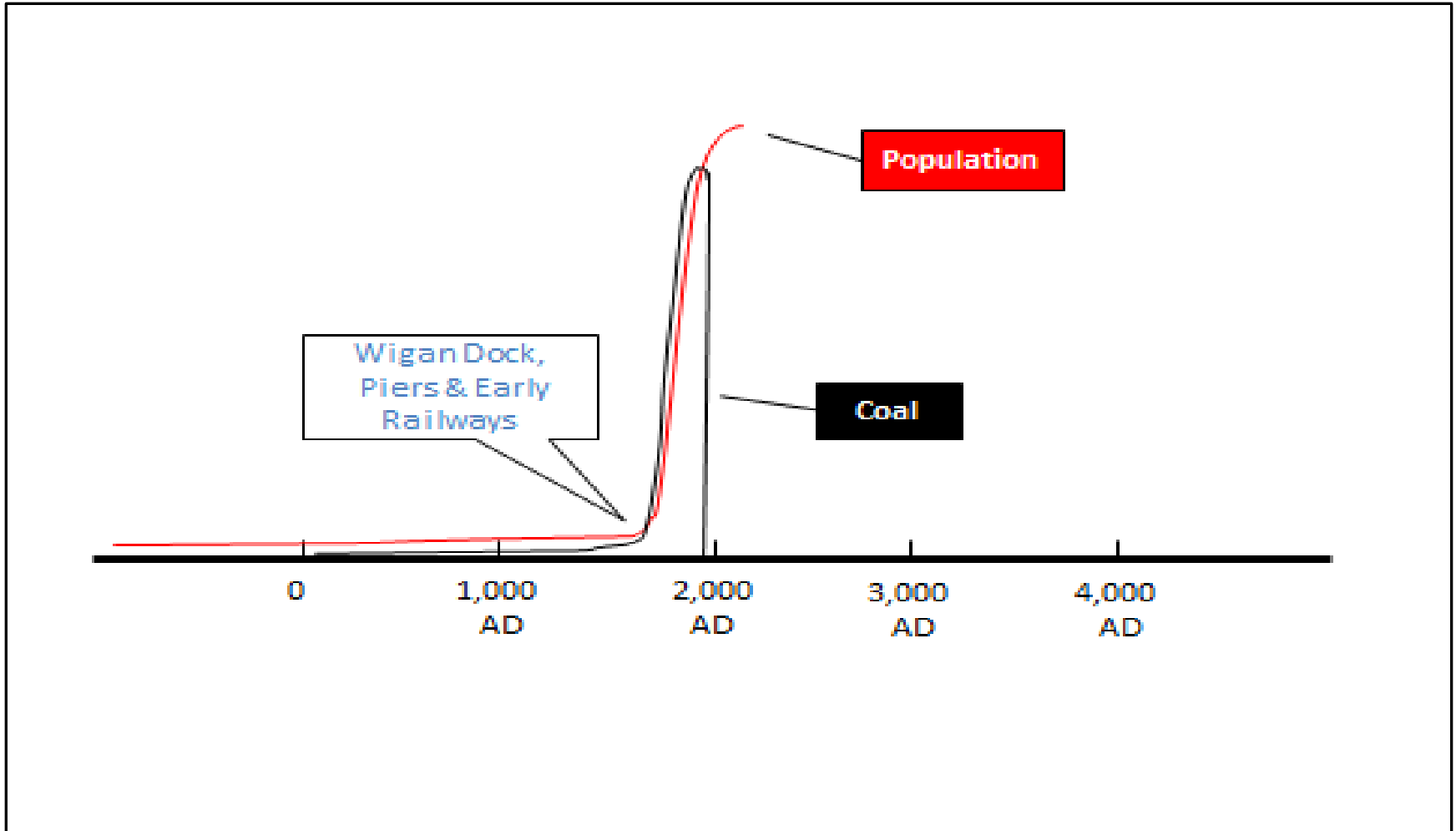
Always felt like a “foreigner.

Disliked mechanization
and its effects.

INDUSTRIAL REVOLUTION IN WIGAN



GROWTH OF WIGAN



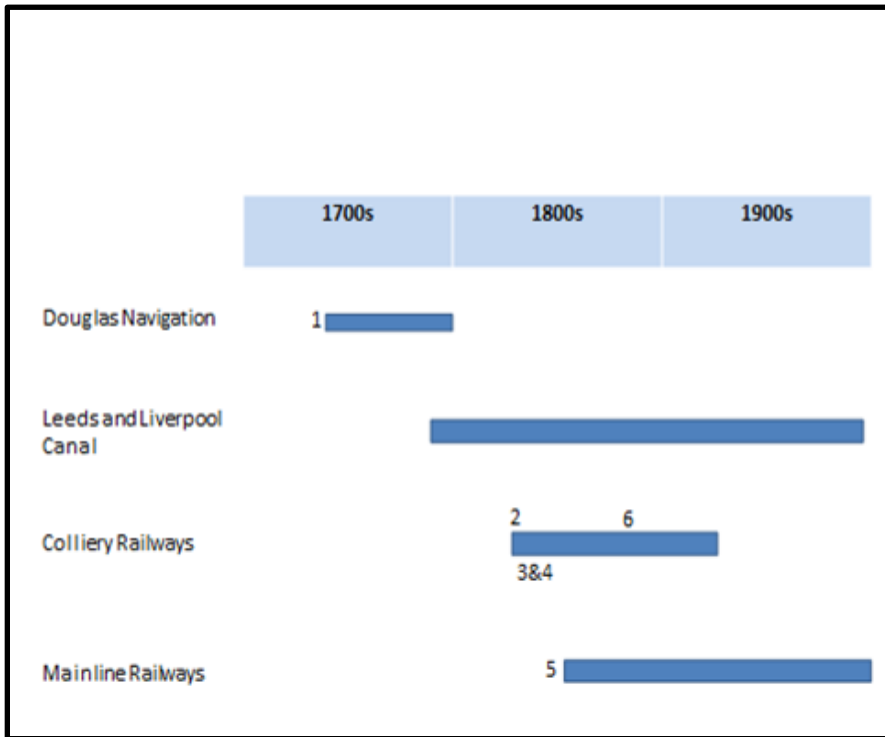
CONDITIONS IN EARLY 1700s

- “Strings of pack horses, thirty and forty in a gang, were used for carrying coals and lime.” “They were obliged to make way for each other by plunging into the side road (which was soft and sometimes almost impassable), out of which they found it difficult to get back upon the causeway.” (Whittle in Hardwick 1857)
- “...none of the local resources had been fully developed, and all seemed content to jog along as their fathers had done before them” Sinclair (1882)

- "They were shut up in themselves by the spirit of protection, and enterprise had been foreign to their nature." (Sinclair)
- "All who were not naturalised townsmen, or who were the offspring of aliens, were called foreigners." (Sinclair)
- Medieval manorial system. Rector was Lord of the Manor.
- Burgesses and burghal rights.

- Other parts of country growing.
- Laissez-faire capitalism and free trade began to shape Wigan's economic, social and environmental development.
- Few local entrepreneurs and “foreigners” began to change the system.
- Alexander Leigh was the driver.

EVOLUTION OF TRANSPORT SYSTEMS RELEVANT TO WIGAN PIERS AND DOCK



1: Douglas Navigation Dock (c.1741) on Pottery Road.

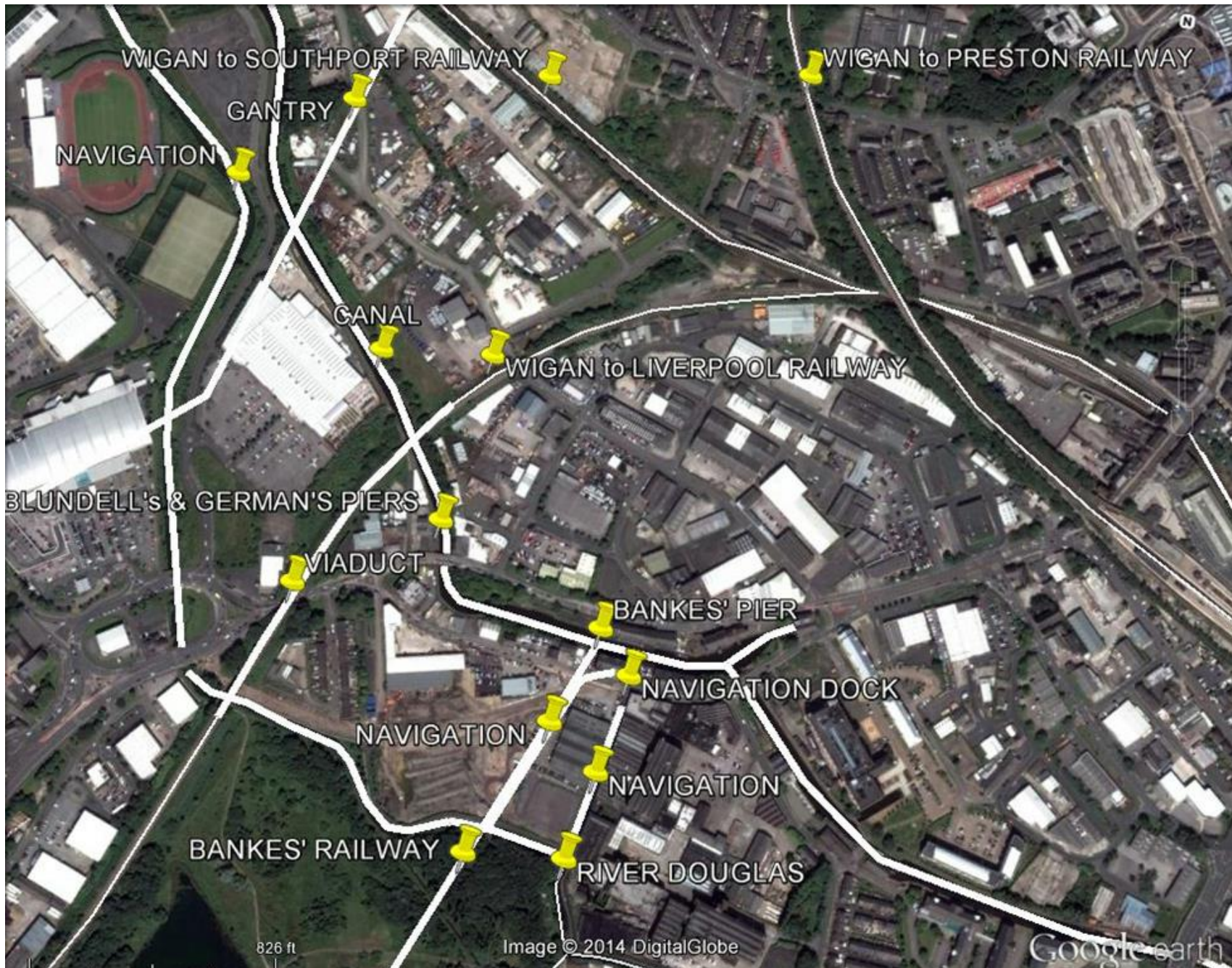
2: Claughton/Daglish-Brimelow/Daglish/Bankes Pier (1822) on the canal in the Potteries.

3: Germans' Pier (c.1825) on the canal by Seven Stars Bridge.

4: Blundell's Pier (c. 1827) on the canal by Seven Stars Bridge.

5: Wooden viaduct for the Wigan to Liverpool Railway (built c. 1848 and filled c.1890).

6: Overhead tubway on wooden gantry from Newtown Colliery to Meadows Colliery (c.1888 to c.1910).



WIGAN to SOUTHPORT RAILWAY

WIGAN to PRESTON RAILWAY

GANTRY

NAVIGATION

CANAL

WIGAN to LIVERPOOL RAILWAY

BLUNDELL'S & GERMAN'S PIERS

VIADUCT

BANKES' PIER

NAVIGATION DOCK

NAVIGATION

NAVIGATION

BANKES' RAILWAY

RIVER DOUGLAS

826 ft

Image © 2014 DigitalGlobe

Google earth

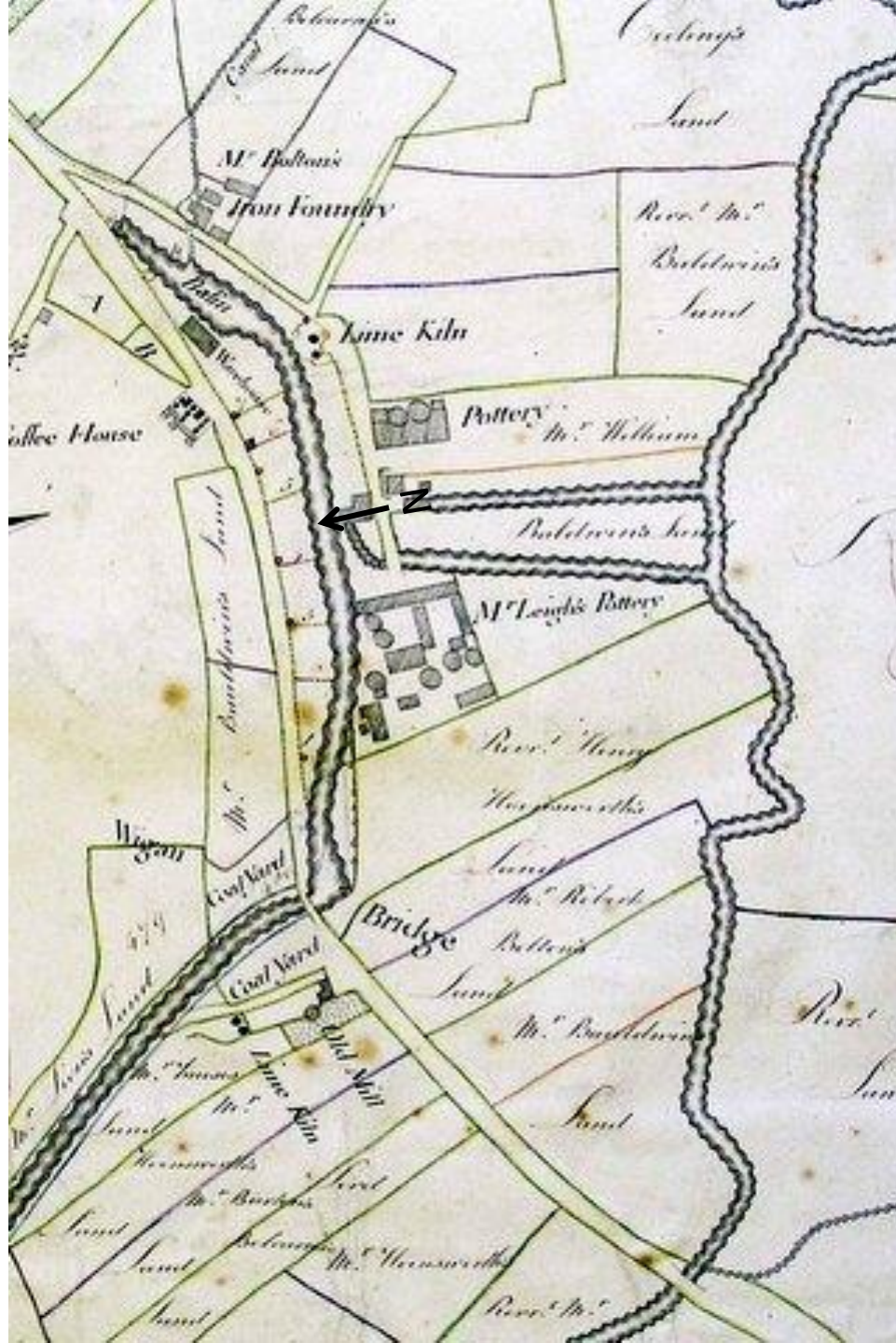
2000

Imagery Date: 7/21/2012 53°32'35.50" N 2°38'30.42" W elev 04 ft eye alt 3855 ft

DOUGLAS NAVIGATION ACT 1720

- “The great awakening effort at enterprise of 1720 seemed to be choked at its very birth by the failure to carry out the Act for navigating the Douglas, and the wonder is, not so much that it died, or declined then, but rather that the naturally conservative spirit of Wigan ever allowed the idea to become an Act.” (Sinclair)
- c.1737, Alexander Leigh and his father-in-law, Robert Holt, pushed construction along rapidly. To make the River Douglas navigable from Wigan to the Ribble Estuary, sections had to be canalized and locks and weirs constructed. The Douglas Navigation opened in 1741 allowing boats to carry some 20 tons of coal and other goods to the Ribble Estuary and beyond.

- Whitaker (1755) states that c.1735, when the navigation was being constructed, substantial evidence of a major battle between Britons and Saxons was discovered. Whitaker states that the battle was probably fought in the marshy Parson's Meadow on the south side of the River Douglas.
- Large quantity of human and horse bones, spurs and shoes "All along the course of the channel from the termination of the Dock to the point of Pool-bridge, for forty or fifty roods [~250-300 yards] in length and seven or eight yards in breadth..."

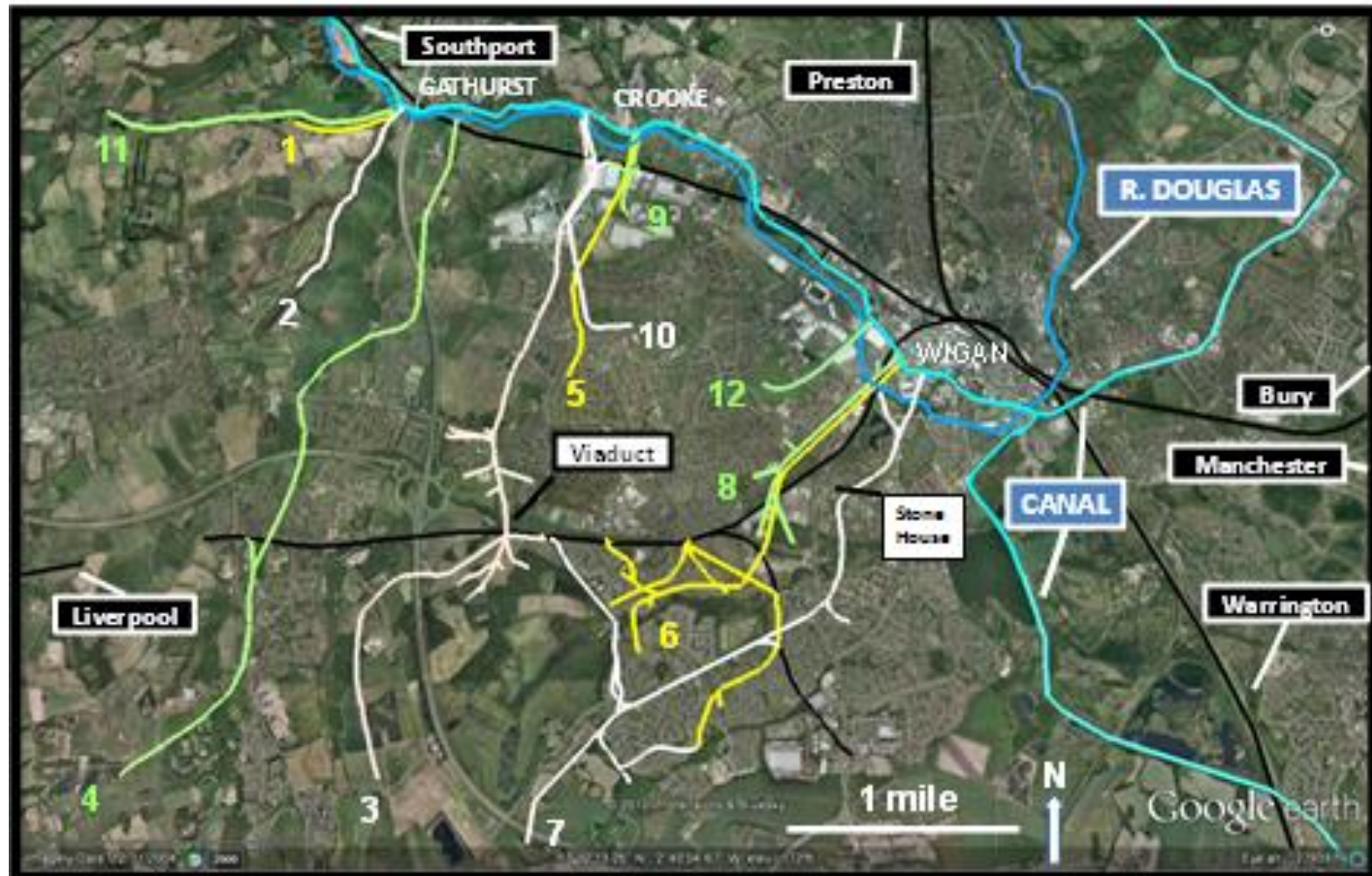


1802
CANAL
SURVEY MAP
(Mike Clarke)

LEEDS AND LIVERPOOL CANAL

- Leeds and Liverpool Canal passed in 1770. Holt Leigh, son of Alexander Leigh, and Jonathan Blundell were key players.
- Douglas Navigation purchased in 1771.
- Canal opened in 1774 and provided direct access to the emerging Liverpool market; included the Douglas Navigation from Dean to Wigan.
- In 1776, canal section from Dean to Wigan was authorized.
- In 1780 Wigan Bridge (Seven Stars Bridge) and original canal warehouse with stone-mullioned windows, were built.
- In 1794 that the Wigan to Dean section of the canal took over from the Navigation.
- Horse-drawn barges now could transport 60 tons of goods on the canal.
- In 1820 Wigan to Leigh opened; in Leigh it links with the Bridgewater Canal and a larger canal network.
- The end warehouse (Wigan Pier 1) covering the canal arm was built c.1825.

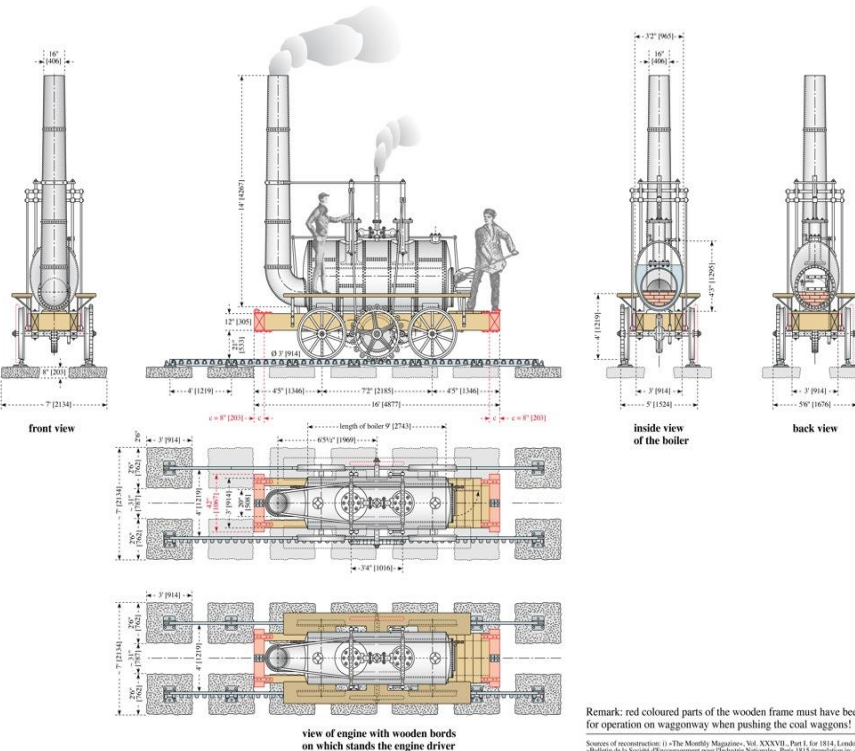
EARLY RAILWAYS WEST OF WIGAN





ORRELL COLLIERY, WIGAN • LANCASHIRE

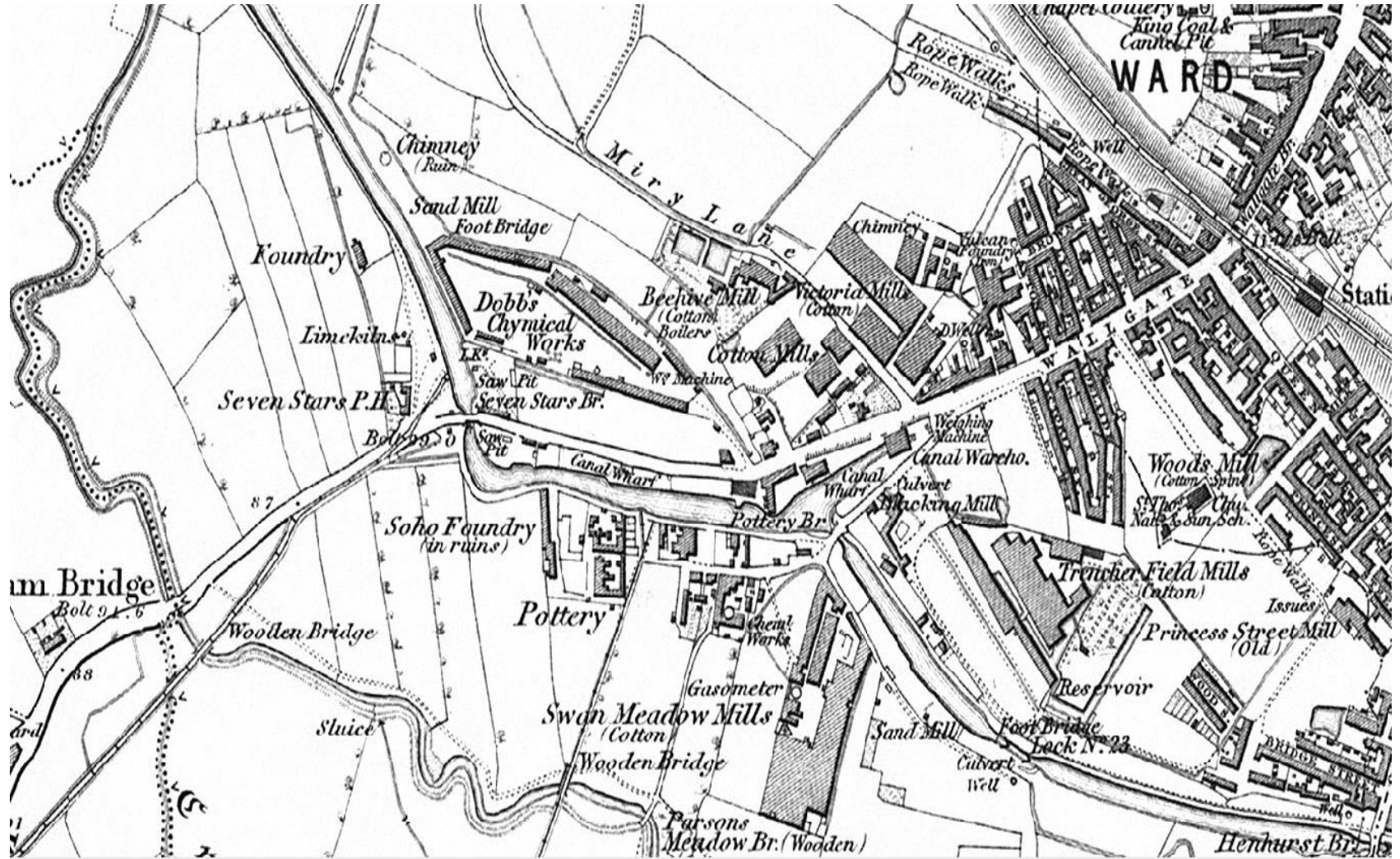
early steam locomotive for rack-rail-design »Blenkinsop-Murray« • build by Robert Dalgligh



Remark: red coloured parts of the wooden frame must have been on the engine for operation on wagonway when pushing the coal waggons!

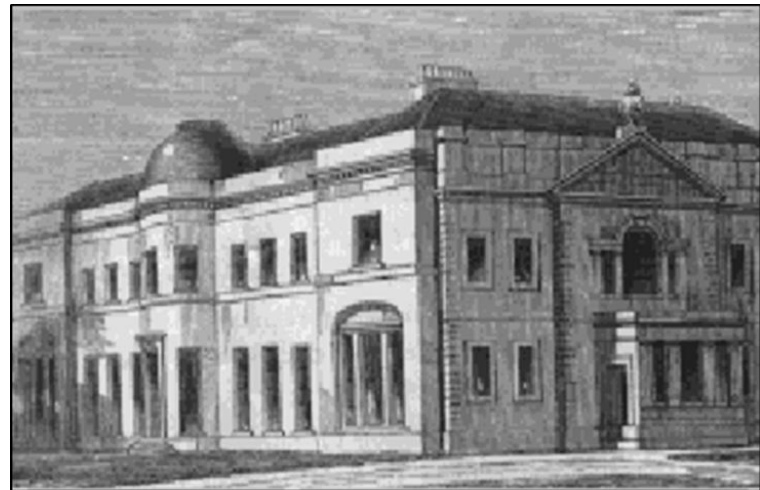
Source for reconstruction: i) The Monthly Magazine, Vol. XXXVII, Part I, for 1814, London, 1814, p.94; ii) Andrew Robinson in the Society of Engineers and the Institution of Mechanical Engineers, 28 April 1910, source for construction details of frame, boiler, chimney and track of the Orrell engine; iii) letter to Benjamin Black in The Kit-Cat-Club of Literary & Scientific Men; iv) Questions answered by Robert Dalgligh relative to Locomotive Engines, railway &c. at Orrell Colliery near Wigan, Lancashire, February 1827, in William Radford - Specifications and Estimates (Lancashire County Record Office, Preston).

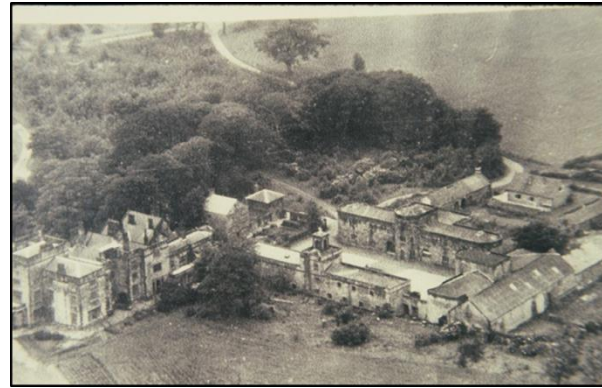
1848 OS MAP



THE FIRST DOCUMENTED WIGAN PIER

- 1819 Thomas Claughton, a Warrington solicitor, salt maker and coal mining speculator, who served as Member of Parliament for Newton, purchased Stone House, on Warrington Road.
- Lived in Haydock Lodge, owned by Thomas Legh of Lyme Hall in Cheshire.





- 1822, Meyrick Bankes Sr. sold a portion of the Stone House mines and leased mineral rights to Thomas Claughton.
- Claughton contracted with various parties for a pier head on the canal, but in same year sold a portion of his mines and mineral rights to John Daghish.
- John Daghish entered into partnership with Peter Brimelow, a coal master of Wigan, and together they operated Stone House Colliery.

- The first Wigan Pier was built by John Daghish on Pottery Croft Wharf c.1822.

Lancashire Record Office (Richard Daghish):

John Daghish, "... hath made and erected a weighing machine, a pier head and tippler upon or near to the banks of the Leeds and Liverpool Canal in Wigan aforesaid."

- John Daghish was brother of Robert Daghish, who built the Walking Horse.

1890 Town Map



DEMOLITION OF WIGAN PIER 1929

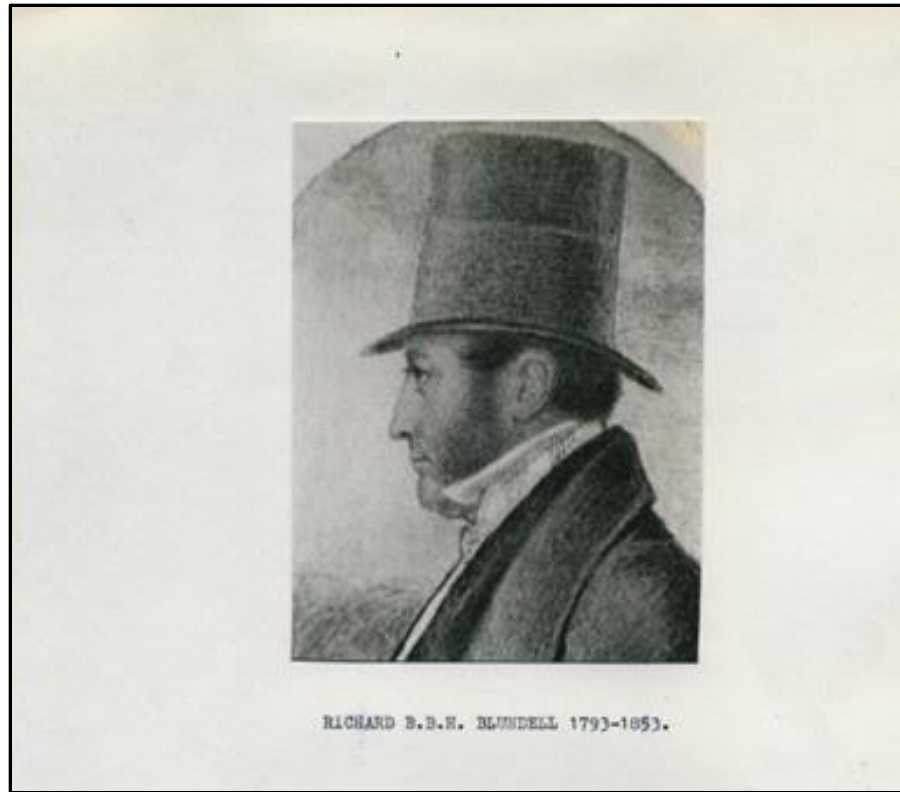


GERMAN'S AND BLUNDELL'S NARROW-GAUGE RAILWAYS WITH PIER HEADS ON THE CANAL

- Independent railways from Germans' Colliery, in the Goose Green/Newtown area, and Blundell's Pemberton Colliery were constructed c.1825-28 along what today is Victoria Street to separate terminals, or pier heads, on the canal near Seven Stars Bridge.

RICHARD BLUNDELL

1793-1853



SUMMARY of Wigan Dock and Piers

- 1. Douglas Navigation Dock (c.1741) on Pottery Road.
- 2: Claughton/Daglish-Brimelow/Daglish/
Banks Pier (1822) on the canal in the Potteries.
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