**Trail One Astley - Tyldesley (BLACK ROUTE)**

**An approximately 30 minute circular driving route of 7 miles / 11 km. with 14 stops so total time required around 1.5 hours**.

**START**

1. **Lancashire Mining Museum/Astley Green Colliery** (1908-70). The Clifton and Kearsley Coal Company sank the two new shafts off Higher Green Lane using the German Drop-shaft method, the first to do so in England, because of the water and quicksands encountered. The Drop-shaft or Sinking Drum Process involved forcing a cylinder through the heavily watered peat and loose layers to the rockhead and excavating within it.

**IMAGE 1: Looking up the Shaft at Astley Green** [https://lancashireminingmuseum.org/old-astley-green-photos/#jp-carousel-437](https://lancashireminingmuseum.org/old-astley-green-photos/%23jp-carousel-437)

The seams went under Chat Moss which meant water was continually dripping down, making work very wet and hot. The standing Headgear, one of two formerly here, is the last surviving of the former South Lancashire coalfield.

**IMAGE 2: End of Shift at Astley Green** [https://lancashireminingmuseum.org/old-astley-green-photos/#jp-carousel-335](https://lancashireminingmuseum.org/old-astley-green-photos/%23jp-carousel-335)

A colliery railway moved coal from the screens to the Liverpool and Manchester Railway, but some coal was transported to power stations at Trafford Park and Stretford using the Bridgewater Canal. Sadly, there was a mining accident at Astley Green on 6th June 1939 when five men, including the manager, died in an explosion of firedamp. But in 1956, 36 year old deputy, Alf Hughes received The Daily Herald Order of Industrial Heroism (or ‘Workers V.C.’) for rescuing 30 year old electrician, Brian Walker when he was being dragged into a mechanical coal cutting and conveying machine. Alf was presented with his medal at Astley and Tyldesley Miners’ Welfare Institute (Gin Pit Club) which we will visit later. Outside the Museum, on what is now a village green, once stood the pithead baths, canteen and medical centre designed for the Miners' Welfare Committee by architect C. Kemp. They were built in 1935–36 at a cost of over £24,000.

**IMAGE 3: New Pithead Baths at Astley Green** [https://lancashireminingmuseum.org/old-astley-green-photos/#jp-carousel-475](https://lancashireminingmuseum.org/old-astley-green-photos/%23jp-carousel-475)

*Leave the museum, drive up the road and turn right onto Higher Green Lane.*

*Continue to the traffic lights on the East Lancs Road. Cross the East Lancs Road and stop on the left-hand-side of Higher Green Lane just before the double yellow lines begin, being careful not to block anyone’s driveway.*

*2*.**The Liverpool-East Lancashire Road** or ‘East Lancs’ Road (A580) which links Walton to Salford, was opened by George V on July 18, 1934. It was designed to connect Manchester and East Lancashire to the Port of Liverpool and was the UK's first purpose-built intercity highway. Unfortunately, it cut Astley in half, isolating Astley Green and destroying some of the local farms, e.g. Horridge and Myrtle Grove farms.

**IMAGE 5: The East Lancashire Road (A580) and Morley's Bridge under construction 1932** <https://www.britainfromabove.org.uk/image/epw038568>

**Astley** is believed to pre-date the Norman Conquest. The name is thought to derive from the Anglo-Saxon for ‘East Field’ and was first recorded as ‘Astleghe’ around 1200. An alternative version is that it means ‘East/Ast of Leigh/Leghe’. Like most of the surrounding area, the economy was originally agriculture based combined with small-scale domestic textile industries. Cheese and brick making were also strong industries with small scale coal mining beginning in the 17th-century.

Up ahead, on the opposite side of the road, on the corner, stands the red brick 548 Manchester Road, ‘The Willoughbys’ or ‘**The Doctor’s House**’. From 1921-1944, this was the home of Dr Sydney Hamilton Ryan, Colliery Doctor for Astley Green Colliery who conducted the autopsy reports after the 1939 explosion. John Griffiths, who was killed in the explosion, was an Under-looker (a daily inspector of mines) and lived at no. **21 Coach Road,** the end of which you can see opposite**.** Coach Road was built by the owners of Damhouse so that they didn’t have to pay tolls at Astley Straits. Until the 1960s it was just a rough track. Its name comes from its coach house destination.

*Drive to the end of* *Higher Green Lane and turn left onto* *Manchester Road. Continue to the mini-roundabout and take the second turning into Church Road, then take the first left into Astley Hall Drive. Stop near to the entrance to the car park.*

3. **Damhouse** **(or Astley Hall)** was built around 1595 by Adam Mort, who also established a school and chapel, St Stephen’s for the local community. The Mort family were succeeded by the Suttons and the Froggatts, the last member of which, Sarah Froggatt raised the money to restore the house by leasing mines to John Darlington of the Astley and Tyldesley Coal Company. A proviso was that the company could not have any workings within 60 yards of Damhouse, or dig underneath it. When Sarah’s grandson, George Wetherall inherited the hall he neglected it, and the estate, and ran up debts. In 1893, he sold it to Leigh Local Board who built a brick wall around the site and turned it into a sanatorium for people suffering from infectious diseases including typhoid fever, scarlet fever, polio, meningitis and puerperal fever. Although it went on to became a general hospital, it continued to treat infectious diseases and, in later years, specialised in chronic disease and care of the elderly. Many miners came here to recuperate from injuries or long-term conditions caused by working underground. It closed in 1994 and was purchased and restored by the Morts Astley Heritage Trust in 1999. Church Road once led to **St Stephen’s Church** whichwas built around 1760 by Thomas Sutton, Lord of the Manor and a descendant of Adam Mort. However, in 1961, after the annual ‘Walking Day’ the vicar, who lived in the vicarage opposite, was wakened by a youth knocking at the door who informed him that the church was on fire. Despite the best efforts of 50 firemen from surrounding towns, the flames rose 50 feet above the church reducing it to a burnt shell. Incredibly, it turned out that the youth, a young mill worker, who raised the alarm was actually the arsonist and was later caught.

**IMAGE** **6: Before & After the Fire 1961** <https://ifthosewallscouldtalk.wordpress.com/2015/08/17/long-lost-histories-st-stephens-chapel-astley/>

We will drive past the new church which was built a few hundred yards away in 1968. The church played its part in supporting local people during the 1912 coal strike when a local committee was formed to supply free meals for 300 children each day, consisting of lentil soup and potato hash.

Visit Damhouse for refreshments & WC.

*Turn round in the car park, drive back down Astley Hall Drive, turn right into Church Road then, at the mini-roundabout, take the second turning into Manchester Road. Go straight across the next mini-roundabout, then turn right into North Lane. Drive to the bottom of North Lane.*

4. On a 1768 map, this was Coal Road which later became **North Coal Pit Lane** then just North Lane. At the end once stood **Kermishaw Nook Colliery,** the second largest pit owned by Manchester Collieries, a coal mining company formed in 1929 from a group of independent companies operating on the Manchester Coalfield. Their headquarters were in Walkden. **Colliers Wood,** a 130 hectare woodland, was planted as part of the Forestry Commission's Community Forests scheme to create recreation and conservation facilities in the north-west. Trees were planted on the site of the former colliery and its ‘slag’ heaps to stabilise the surface spoil, improve the soil quality and provide habitats for wildlife. The wood has over 5km of path networks and great views across the borough to Winter Hill.

**Kermishaw Nook Colliery** was opened in 1866, when the Astley and Tyldesley Coal and Salt Company sunk a shaft to the Rams mine. A second shaft was sunk 1873 to reach the Arley mine, and a third to the Trencherbone mine in 1899. The colliery also incorporated a brickworks, making productive use of the clay seams in the pit. A mineral line ran behind it to the coal tipping wharf at Marsland Green on the Bridgewater Canal. In 1954 the Arley mine was ravaged by an underground fire and production stopped for two years with many miners moving to Astley Green, which became known as ‘The Last Refuge’. In 1959, the Arley mine, in collaboration with the unions, was declared ‘uneconomic' and shut but its 400 men were employed elsewhere. In 1965 there were problems with ‘pushbutton mining’ on the new automated coalface in the Pemberton mine which had been introduced for the first time in the north-west nearly a year previously. There was a month’s long dispute over pay by unhappy surface workers but the NCB was adamant that ‘button workers’ should be paid the same despite the fact that only 40 of 900 men worked on the automated face. Nook closed in August 1965 after losing up to £4000 a day. The Nook Colliery lodge was in the fields opposite and in 1950, the LUT (Lancashire United Transport) ‘pit’ bus had just dropped off 60 miners when the driver hit the kerb, lost control, and crashed through the lodge railings into the water! Some of the bus’ passengers rescued the unconscious driver whilst the quick minded conductress had managed to jump off in time.

**IMAGE** **7: Bus Crash 1950** <https://www.leighjournal.co.uk/news/17593747.looking-back-bus-driver-rescued-crash-nook-colliery-tyldesley/>

**IMAGE 8: Changing Shifts Nook Colliery by Roger Hampson, painter and printmaker, born in Union Street, Tyldesley.** <http://www.dmm.org.uk/colliery/n233.htm> <https://artuk.org/discover/artworks/changing-shifts-nook-colliery-165185>

The building at the end was the water tower of the **Kermishaw Nook Pit Head Baths**. The Coal Miners Act of 1911 ruled that coal owners must provide pit head baths if the workforce voted for them but, initially, many miners were sceptical and worried that the baths would be unhygienic and spread disease. One shilling out of every 20 paid for mining royalties went to the Miners’ Welfare Fund for the creation of pit head baths. Nook’s were the 189th to be completed, one of 15 provided in Lancashire. They cost £20,698, and were designed to cater for 1200 males and 60 to 70 female employees. They also contained equipment for first aid dressing, boot cleaning, filling of water bottles, drying and conditioning of clothes, etc. They were formally opened in 1937 by Miss Edith Stretch who was a ‘pit brow lass’ employed on the screens sorting coal. She made colliery history as the first woman in the country to perform such a ceremony. Miss Stretch said it was the wives and mothers who would derive the greatest benefit from the baths because ‘however careful one is when dealing with pit clothes, there is always dirt and dust flying about’. Although women, and children, had been banned from working underground from 1842, many men were still unhappy with them working at the surface. Their main concerns were bad manners and language, personal safety, neglect of their families and domestic duties and, of course, the trousers that many pit brow lasses wore. Despite this, a letter to The Times described them as ‘colliery venuses’ and they featured on many postcards! In 1886 there were 1623 women in Lancashire working on the pit brow and they, and others around the country, successfully campaigned against a bill to stop them working at the collieries. Kermishaw Nook was one of the last two pits in Lancashire to employ pit brow lasses, the other was Astley Green. In 1956, there were twenty-two women working in their ‘gaily coloured turbans’ at Kermishaw Nook. But, due to a two-year agreement between the National Union of Miners (NUM) and the National Coal Board (NCB) they were replaced by men who might end up redundant.

**IMAGE 9: Pit Brow Lasses** https://archives.wigan.gov.uk/archive/highlights-from-the-wigan-museums-collection/working-life/1222558-pit-brow-lasses

*Turn the vehicle around and drive back down North Lane. Turn left onto Manchester Road then, at the mini-roundabout, take the first left into Princes Avenue. Drive until you reach the third turning on your left and turn into Ley Road, following the sign for Gin Pit Village. Continue along Ley Road then turn left into School Street and turn the vehicle around to face the Welfare Institute site opposite.*

5. **Gin Pit Colliery (1866-1958)** stood opposite. It was thought to be named after the original horse ‘gin’ (short for ‘engine’) used to raise coal from underground. John Darlington sank a pit, Astley Colliery, in the 1840s which subsequently became the site of Gin Pit Colliery. When Darlington died in the early 1850s, his pit eventually passed to Samuel Jackson, a salt merchant and owner of Bedford Colliery who later established the Astley and Tyldesley Coal and Salt Company in 1864. Gin Pit worked the Crombouke and Six Foot mines. When they were worked out, the Brassey mine was developed. A narrow gauge tramway worked by horses was built to transport coal from the pit. The colliery closed in 1958.

This is one of the original **Gin Pit Village** streets built by the Astley and Tyldesley Coal and Salt Company to accommodate its workers, some of whom moved here from Staffordshire. Peace Street, Maden Street and Lord Street were named after former Company directors. The end house, next to the former school building, was a manager’s house. The Rowland family ran the colliery at the turn of the century. By 1920 there were more than 570 residents and a pie shop and chip shop but the village was nicknamed 'the Holy City' because it didn’t have a pub or a church. Following the pit’s closure, Gin Pit became isolated with poor roads and bus service and not even a phone box which made it the perfect location for Granada TV’s 1970s drama series *Sam*, about a boy growing up in a coal-mining village during the inter-war period. It also featured more recently in the 2022 BBC TV Series *Sherwood*, a murder mystery set in a former Nottinghamshire mining village. Note the pattress plates on the buildings which had to be added to protect them against vibrations and subsidence. In October 1930, the fourth Annual Ambulance Competition of the Manchester Collieries Ltd was held in Gin Pit’s Wesleyan school with Dr R.A. Dench of Tyldesley, father of Judi Dench, as one of the examiners.

**Astley & Tyldesley Miners’ Welfare Institute (Gin Pit Club) and Recreation Ground**. During the 1926 General Strike, the miners asked their employers for a strip of land to lay a tennis court. The Strike was the largest industrial dispute in Britain's history lasting for nine days. Coal owners were increasing hours and cutting pay without improving working conditions and safety, so when they announced their intentions to reduce wages further, they were met with fury by the Miners Federation who demanded “Not a penny off the pay, not a minute on the day”. The Trades Union Council (TUC) announced a general strike in defence of the miners’ wages and working hours but when it was announced that the unions could face potential legal action, it was reluctantly called off. The miners had to accept lower wages and longer working hours and the 1927 Trade Disputes Act was introduced which banned sympathy strikes as well as mass picketing, which is still in force today. But the land for the tennis court was agreed and opened at the end of the strike. From this sprang the idea of an Institute which was built by the men using bricks from Nook Colliery brickworks. The Welfare Hall opened in 1927 with three billiard tables, a bar, snug, lounge/library and reading room, tennis courts, cricket and football pitches and two bowling greens. When the UK coal mining industry was taken under state ownership on Vesting Date, 1st January 1947, the Tyldesley and Atherton area celebrated with a concert at the Welfare Institute, which then came under the control of the Coal Industry Social Welfare Organization (CISWO). All of the miners paid into this which ran Miners Welfares and the Miners Convalescent Homes. The cricket, football and tennis facilities now belong to Wigan MBC. In June 1956, the Welfare Club hosted the presentation of the 'Workers VC’ to Alf Hughes.

**IMAGE 10:** **Alf Hughes & family with his certificate** courtesy of Alf’s daughter, Jean Hughes**.**

Visit for refreshments & WC.

*Turn right into Ley Road and drive back to the junction with Princes Road which becomes Astley Street at this point. Turn left onto Astley Street and drive until you see the entrance to St George’s Park on your left. Turn into the entrance road and turn the vehicle round.*

6. **St George’s Park, home of Tyldesley RUFC** was, previously, part of the site of**St George’s Colliery.** Known locally as ‘Back o’t’ Church Pit', it was started in 1866, when two shafts were sunk to the Rams mine. A third shaft, sunk in 1884, provided access to the Trencherbone mine, and was later deepened to the Arley mine. In 1903, engine winder Samuel Short was lowering a cage full of men when he had a sudden heart-attack. Incredibly, before he collapsed, he managed to apply the break to the engine and left the men suspended but died immediately afterwards. Director, Mr Peace, later unveiled a memorial to him at Leigh Cemetery (**See Trail 2)**, paying tribute to his ‘last, almost superhuman thought about the safety of others, whose lives he held in his hand.’ The Colliery worked the Seven Foot until 1929 when it became part of Manchester Collieries. St George’s Colliery and Gin Pit Colliery were connected in the late 19th-century to improve the ventilation in the underground workings and became a single colliery in both legal and working terms. During WW2 so many miners had been drafted into the armed forces that men had to be conscripted to work in the coal mines. They were selected by a National Service registration number ballot and became known as the ‘Bevin Boys’. They included Eric Morecambe, Stanley Baxter, and Nat Lofthouse who worked at Mosley Common pit for four years. St George’s ceased coal production in 1941 but was retained for ventilation purposes and as a training pit until 1964. The Tyldesley Rugby Football Union club was founded in 1881 and took part in the momentous meeting in Huddersfield in 1895 which resulted in the breakaway sport of rugby league being formed. Tyldesley competed in the first Rugby League season in history later that year, but was the first club to revert back to playing Rugby Union in 1911. The club played at Well Street before moving to St George's Park on Astley Street in November 2001.

**IMAGE 11: Lune Street, Tyldesley by Roger Hampson** <https://www.wilson55.com/auction/lot/125-roger-hampson-lune-street-tyldesley-linocut/?lot=136405&au=285&sd=1>

We will soon cross the guided busway which follows the route of the ‘Tyldesley Loop’ railway line that ran between 1869 and 1969. The station stood at the bottom of Wareing Street, nearby. Coal was the primary motivation for building local railways; the Leigh-Bolton line was the first public railway in Lancashire, opening in 1828, some two years before the acclaimed Liverpool-Manchester railway (LMR). The Bolton-Leigh railway was extended to Kenyon Junction around 1831 to join the LMR, and some 30 years later a new line from Patricroft passed through Eccles, Monton, Worsley and Ellenbrook before reaching Tyldesley, with a new junction completing the ‘loop’ with the Leigh-Bolton line.

**IMAGE 12: Tyldesley Station early 1920s** [https://archives.wigan.gov.uk/archive/photograph-collections/tyldesley/155795-pc201038?](https://archives.wigan.gov.uk/archive/photograph-collections/tyldesley/155795-pc201038)

*Turn left onto Astley Street. Continue towards Tyldesley, crossing the guided busway, and turn right into Upper George Street, drive past the large red brick building on your right then turn into the car park next to it on your right.*

7. The Art Nouveau **Technical School** was built in 1903 under the 1889 Technical Institutes Act. This gave County Councils and the Urban Sanitary Authorities the power to levy a penny tax to support the education of apprentices and mechanics and to provide instruction on a wide range of technical subjects. Educational courses in mining were particularly important and in 1911/12 a new ‘state of the art’ Apprentices Training Suite was constructed in the basement, to resemble a mines roadway and teach the principles of mining ventilation. It is believed to be unique in the country. It is open to the public on occasions, under the auspices of Tyldesley Historical Society.

**IMAGE 14: Tyldesley Technical School Miners Training Gallery** [https://www.flickr.com/photos/28709338@N04/albums/72157650788030729/](https://www.flickr.com/photos/28709338%40N04/albums/72157650788030729/)

*Exit the car park into Johnson Street south. Continue to the top of the street, the turn left into Elliot Street and, if possible, park in a bay outside the building immediately on your left, on the corner.*

8. 178 - 180 Elliot Street was originally the **Miners’ Hall**, now the *180 Dance and Fitness Centre*. **Robert Isherwood**, Agent of the Leigh and District Miners’ Association from 1875-1905 was born in Tyldesley in 1845 and worked in the coal industry from the age of nine. In 1870 he established a successful building business and later ran two grocery businesses but continued to play an active role in the mining community. He was Treasurer of the Lancashire and Cheshire Miners Federation and Vice President of the Miners’ Permanent Relief Society. He was also a J.P. and a Councillor on the Tyldesley Local Board and later the Urban District Council.

**IMAGE 13: Robert Isherwood, c.1890 (Source: Leigh Journal, 5 September 1890)** https://ifthosewallscouldtalk.wordpress.com/2016/08/02/hidden-histories-wareing-street-tyldesley-part-two/

It was Robert Isherwood’s idea to develop a meeting place for miners and their families and the building opened in 1894. It was home to the Tyldesley and Astley Miners Association, which was a member of the Lancashire and Cheshire Miners Federation. The main hall could seat around 750 people and, from 1908, films were also screened there. Sadly, as the industry declined locally, the hall could not be maintained and was sold.

Visit Cafe Elliott 193-195 Elliott Street for refreshments & WC.

*Continue along Elliott Street. Take your first right into Blossom Street. Drive to the end of the street then turn right into Shuttle Street.*

9. Opposite, now a Scout hut, is a former Primitive Methodist Chapel built in 1875. Nearby in Milk Street is the former**Welsh Calvinistic Chapel** built in 1878. Different nationalities flocked into the town to work in the pits, including many from Wales, so when their families followed they needed places to worship. In the early days, Welsh Methodists and Baptists prayed and sang together but a later split led to two separate chapels being built, one in Shuttle Street and the other in Milk Street. The Milk Street chapel is now home to Tyldesley Band, which can trace its origins to 1877 and has a history of involvement with local mining events. The Baptist Chapel has been demolished and a small block of apartments built on the site.

*Continue along Shuttle Street as it bends to the right then turn left onto Manchester Road. Take the third turning on your left into Peel Hall Avenue. Drive partway around the central green and stop.*

10. The green is the former site of one of the **Yew Tree Colliery** shafts. The Colliery took its name from the farm where George Green, of Wharton Hall, Little Hulton sunk a shaft in 1845. Green, Holland and Co. (later to become Tyldesley Coal Co. Ltd. in 1860) sunk two shafts to the Six Feet mine which were later deepened to the Seven Feet mine. On Dec 11th 1858, a fireman failed to turn up to inspect a part of the workings in the Crombouke mine but the men were still allowed down and an explosion took place. Not much gas was fired but most of the miners died from suffocation caused by the after-damp. 24 men and boys were killed making it Tyldesley’s worst mining disaster. The youngest was 11 year old drawer, William Beswick who was found with his arms round his older brother, Michael who was 13. They both lived on Well Street. Thomas Beswick, believed to be the boys’ father, also died. Most of the dead were buried in the graveyard of **St George’s Church** at the other end of Elliot Street. The burial register lists 14 of the men and boys that were buried in the churchyard though there is no marker for the grave. Another man died a week later due to his injuries. Some accounts state 25, but one man rather shamefacedly turned up a few days after the reports, having been ‘gallivanting’. The underground workings of the pit extended under the church which is thought to mark the seat of the explosion.

**IMAGE:17. Yew Tree Colliery Explosion** <https://engole.info/yew-tree-colliery/>

Yew Tree closed in 1910 but, later, the site provided access to Cleworth Colliery. In the 1950s/early 1960s, it was a distribution centre for road hauliers delivering coal to exotic places such as Radcliffe Paper Mills.

*Return to the entrance to the estate then turn left onto Manchester Road. Stop on Manchester Road just past the opposite to the entrance to Rowe Street, which is the first street on your right.*

11. The **Tyldesley Banks,** locally pronounced as “Bongs”, are where the foothills of the Pennines begin. The area to the east of Manchester Road was known as the ‘Jig Brow’, a name which comes from the self-acting inclined track used in mines to lower filled coal tubs and raise empty ones. The Jig was a collection of steeply terraced rows, running down the 45 degree slope, from Manchester Road, down to the railway line. Most of them were built to accommodate the miners.

**IMAGE 15: End of the Jig Brow, Tyldesley by Roger Hampson** <https://www.mutualart.com/Artwork/-End-of-the-Jig-Brow--Tyldesley-/4E5718D45F7ECE4B>

**IMAGE 16: Jig Brow, Tyldesley**. [https://archives.wigan.gov.uk/archive/photograph-collections/tyldesley/155812-pc201037?](https://archives.wigan.gov.uk/archive/photograph-collections/tyldesley/155812-pc201037)

In the late 19th-century, the Tyldesley Coal Co. Ltd. leased land under the fields at the bottom of Well Street to dig for coal but their tunnels trespassed onto Ormerod’s Banks Estate land, leased by the Astley and Tyldesley Coal Co. Ltd. When the latter discovered that their coal had been mined, they started a long dispute which eventually went to the High Court. The Tyldesley Coal Co. Ltd. claimed that the trespass was unintentional but they were still ordered to pay damages of £3,000 to the Astley and Tyldesley Coal Co. Ltd. However, the company overcame its losses and continued until 1947 when it was taken over by the NCB.

George Greenbuilt a **tramway,** worked by cable, to transport coal down the Tyldesley Banks to Astley where horse-drawn wagons took it to the Bridgewater Canal. It crossed Manchester Road just after Rowe Street. It was later replaced by Green’s Sidings mineral line, with locomotives passing under the Manchester Road bridge. This had restricted headroom so they were built to a reduced loading gauge. The first locomotive named *Tyldesley* was delivered in 1867. When Yew Tree Colliery closed, the tipping plant and sidings by the canal were sold to the Clifton and Kerseley Coal Company to be used by its colliery at Astley Green.

*Drive along Manchester Road until you reach the traffic lights. Turn right into Hough Lane. Cross the guided busway and turn left into Tyldesley Cemetery.*

12. **Tyldesley Cemetery** opened in 1878.

*Walk up to the circle of monuments in the middle of the cemetery to area F.*

Just behind the War Memorial, you will find a granite memorial for **Robert Isherwood**, the Tyldesley miner's agent and treasurer of The Lancashire & Cheshire Miners Federation. In the Roman Catholic area K lies **Joseph Keegan** who was killed in the Astley Green explosion in 1939 aged 38 from Henry Street, Tyldesley. He was a Fireman, a deputy who holds a certificate to fire shots. There are lots of other miners’ graves in the cemetery. Many of the more recent ones have a miner’s lamp carved into their headstones, acknowledging how much their job was a part of their lives and, sometimes, their deaths.

*Return to Hough Lane and turn left towards Astley. It becomes Hen Fold Road just before Moss O’Lee Bridge which crosses the Eleanor brook*. *Continue along Hen Fold Road then turn left into Garrett Lane which is named after Garrett Hall. Stop at the school.*

13. **Garrett Hall** succeeded Astley Hall (Damhouse) as the chief manor house of Tyldesley, after the original Tyldesley family split up their estates in the 14th-century. As its importance diminished, it became a farm house with a corn mill which was later steam operated. The farmhouse, a listed building, was recently subject to a major fire and its future is now uncertain. Lancashire Education Committee opened a Senior Boys’ School here in 1935, and the former Board School in Elliott Street became a girls-only school. The Tyldesley Boys' County Secondary School had a 40 year life until 1975 when the school combined with the newly built girls’ school to become Fred Longworth High School. The Senior Boys’ School became Garrett Hall Primary School soon after, to provide primary education for the children of all the new local housing. 19th-century maps show a former tannery in this area and a shallow colliery known as Hen Fold Colliery.

*Turn the vehicle round and return to Hen Fold Road. Continue until you reach Coach Road on your left. Turn into Coach Road. Stop at the end of Coach Road, at the end of the double yellow lines on your left.*

14. **Cross Hillock Colliery** stood on the site of the petrol station up ahead to the left. It was opened in 1869 by the Astley and Tyldesley Coal and Salt Company but only had a short life until it closed in 1885 due to flooding. This is where Joseph Rowson sadly lost his life. The pit houses opposite still remain though every other trace has vanished. The area is probably named after a stone cross erected during Catholic times.

*You can only turn left here so* t*urn left into Manchester Road then find a suitable place to turn the vehicle around to return to the opposite side of Manchester Road. Turn left into Higher Green Lane. Cross the East Lancs Road to return to the* **Lancashire Mining Museum**.