



Rachelle
designed by



I C ART

Irlam & Cadishead urban art programme

Bridging The Gap

Bridging the Gap is the first major piece of artwork produced by local artist Rachelle Cleary on behalf of I C Art, Hamilton Davies Trust's programme to bring urban art to Irlam and Cadishead.

It is a visual timeline and shows the development of the area based on the people who lived and worked locally and how there is a common link throughout the ages. From the ancient robe with hood worn by the monks, to the kids wearing hoodies in the park, enjoying the open spaces which were developed and provided by the people who came many years before.

The creative execution features the people in the foreground, as it was their hard work, skills and ingenuity that shaped the area to be the wonderful district it is today. A central feature of the design is the viaduct, canal and railway lines which were an intrinsic part of industry in the area, with the industries themselves ghosted in the background to emphasise they are in the past.



Part One

The story starts back in the Stone and Iron Age with travellers that navigated the local rivers as the area would have been mostly inaccessible by foot. The Norbertine monks (one shown crossing the bridge) at Warburton Priory used to help the travellers by putting them up in a dwelling in Hollins Green.

In the forefront we have the Worsley Man (in the boat) believed to have been a sacrificial victim from the Iron Age. Back in those days sacrifices were made to promote good harvests and ward off plague or famine, amongst other things.

His severed head was discovered in 1958

in an eastern part of the Chat Moss peat bog near Worsley, having been protected and preserved by the watery conditions ensuring that future examinations by archaeologists were possible.

The River Glaze is featured and had reed beds that supplied the cottage industries of basket making, farming and fustian cutting, representing some of the first industries that came before the canals and railways.

Chat Moss, a formidable peat bog representing 30 percent of Salford is displayed in the background. The land was reclaimed in the early 1800's and became prime agricultural land for



Please note: the artwork isn't an actual depiction of the railways, it is the artists' interpretation of the effects of the major constructions in the area and the community which came about because of them.

the farming industry. It also became home to the Liverpool to Manchester Railway, the first ever intercity passenger railway in the world. The track, running 36 miles between the two great cities was constructed to provide faster transportation of passengers, raw materials and finished goods to support local industry. Designed by Robert Stephenson, the tracks were floated on a raft set upon a wood and stone foundation and were hailed a triumph in engineering given the challenging nature of the peat bog.

Part Two

Cadishead viaduct, the Manchester Ship Canal (MSC) and rail lines, are the central feature across the whole picture, as they opened up industry in the area.

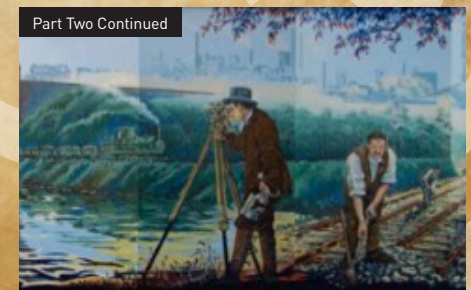
The emphasis in this section is on the navvies featured in the foreground who built the canal, bridges and railways which formed the foundation of the industrial boom back in the 1900's. The £15 million MSC project employed over 17,000 workers at its peak and used over 200 miles of railway track, which then became available to local industries on its completion.

The MSC, which at the time was the largest river navigation in the world, gave ocean-going vessels direct access to Manchester to avoid paying the increasing

fees at Liverpool Docks and provided a base for new industries. The railway tracks provided direct access to the main line for new industries that had their own internal rail system to transport raw materials and finished goods across the country.

The canal features a 60's tug boat and the vessel in the distance under the bridge is the Norseman, which led the procession of 71 ships and carried the company directors from Latchford to Manchester on launch day with over 50,000 people showing their support.

The Steelworks (ghosted in the background), which became a massive employer in the area opened in 1913 on the old flood plain of the rivers Irwell and Mersey. It had its own internal rail network which connected to the main line as well as the MSC. The background also shows the local power station.





Part Three

The industries continue in the background of this part of the piece, featuring the Co-operative Wholesale Society (CWS) Soap Works which opened in 1894 on a 15 acre site alongside the canal and came with its own wharf. People are shown coming out of the CWS building through the ages depicting the fashions across those times. The two women carrying the boxes are to show how women were an important part of work in the factories and on the farms even before the First World War.

The Tar Works is also featured in the background. Opened in 1916, the factory manufactured explosives to aid the war effort and produced oil, chemicals, tar and pitch after the war.

This section also pays homage to George Thomas, a local businessman and benefactor to the area who donated a piece of land called the George Thomas Playground to be used as a recreation ground for local children to commemorate the visit of His Majesty Edward VII in 1909. To honour the later visit of the Prince of Wales in 1921, George turned several acres of his estate

into Princes Park for public use. He bestowed his entire estate to the Irlam Urban District Council in 1927 when he died, including Irlam Hall (ghosted in the background) which was later demolished.

The original War Memorial built in 1923 was located in what is now known as Princes Park and was a gift from George Thomas. It was later dismantled and a cenotaph erected a short distance away from the original memorial.

Two Jubilee lamps were erected to commemorate the Diamond Jubilee of Queen Victoria in 1897, one in Cadishead at the junction of Liverpool Road and Lord Street and the other in Higher Irlam at the junction of Liverpool Road and Boat Lane, outside the Nags Head Pub. The lamps were later removed and sold off for scrap by the council.

The skate park depicts present day and features the modern day hoody using the land provided by people of the past.

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The original artwork is featured on the Liverpool Platform at Irlam Station, with a replica located on the corner of Liverpool Road and Dudley Road, Cadishead.

For further information: Call: 0161 222 4003 / Click: hello@hamiltondavies.org.uk / Visit: www.hamiltondavies.org.uk



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