

Did you know the Blackpool Tower came from Newton Heath?

The Company was Heenan and Froude and it once stood around the corner of the junction of Monsall Road and Oldham Road. Their story is typical of many businesses in that part of Manchester.

They began life as the Newton Heath Iron works in 1884; a partnership between Mr Hammersley Heenan, an engineer with the East India Railway and the Public Works Department and Richard Hurrell Froude, son of William Froude, English engineer, hydrodynamicist and naval architect who was famous for being the first man to formulate reliable laws for the resistance that water offers to ships and thus predicting their stability on the ocean.

The Company didn't remain for long in Manchester, indeed within two years they opened a branch in Birmingham and would build the first Longbridge car factory. But their Newton Heath factory would continue to provide all the steel structure, including girders for bridges in Chile, the swing bridge over the Esk in Whitby and Folkestone Pier.

Their most famous exploit came in 1892 when they were appointed structural engineers to the Blackpool Tower, supplying and constructing both the main tower, the electric lighting and the steel front pieces for the aquariums.

Inspired by Eiffel's creation in Paris two years earlier, the Blackpool Tower Co was formed to erect a similar structure on Blackpool's seafront in 1891. It was designed by the Manchester architects Maxwell and Tuke.

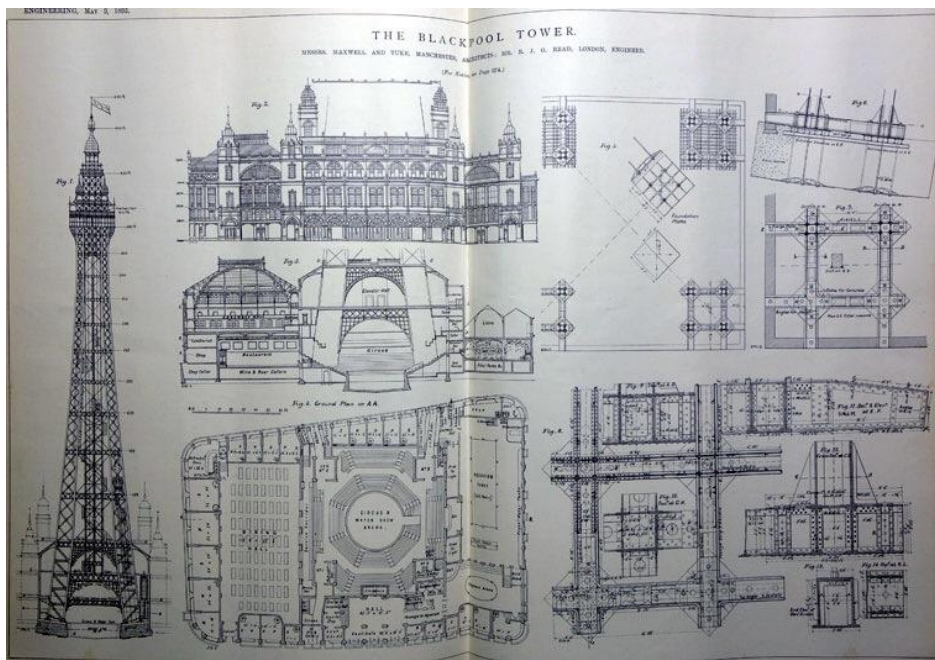
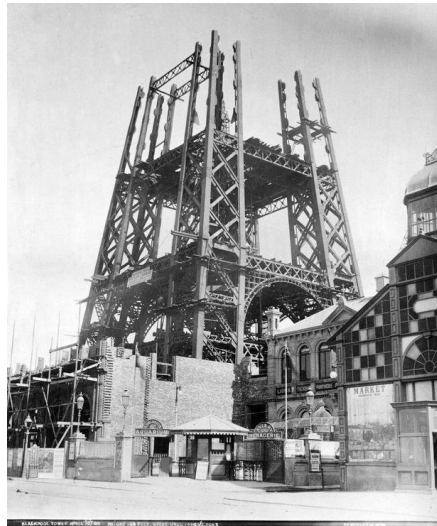
At a height of 518 feet 9 inches to the top of the flagstaff, it opened on Whit Monday in 1894, at the time the tallest building in Britain, and the second tallest in the world. Some 70,000 people queued to go in on that opening day.

As for Heenan and Froude, by the end of the the First World War, they had been bought up by a Company in Worcester, the name continued but by the mid 1930's they were no longer in Manchester.

Nigel Barlow

Source: <https://aboutmanchester.co.uk/did-you-know-the-blackpool-tower-came-from-newton-heath/> November 17th 2016

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Cross- sections



Waldenholme, Photo, Blackpool.

Bird's-eye View from the Tower.

The view from the top!

From: *An Illustrated guide to Blackpool Tower 1899*

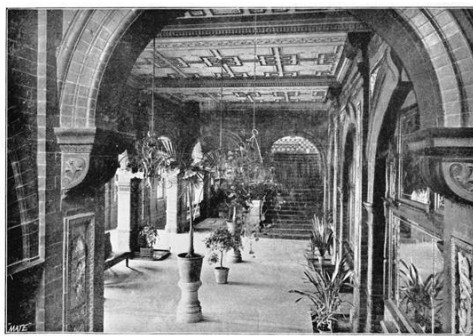
The Blackpool Tower and Buildings—situated on Central Promenade—form one of the most imposing and interesting places of entertainment in the town. The site was originally occupied by an Aquarium, Market Hotel, and shops, and on these being demolished the present palatial buildings and Tower were erected to the designs of Messrs. Maxwell and Tuke.

The Tower proper is supported by four leg foundations embedded in concrete—each leg consisting of four pillars braced together with lattice girders, and further strengthened by being braced together with the main girders: The total weight of steel used in the construction is upwards of 2,400 tons.

The two elevators start from a picturesque feature of the main building set out and fitted up after the manner of an " Olde Englyshe Village." The lifts, which run independently of each other, are each capable of holding 45 passengers, but, with full regard to safety, no more than 30 are taken up at one time. The weight of the cars and passengers combined can never exceed 10 tons, and against this the seven steel cables attached to each car have been tested to carry at least 100 tons. As a further precaution, safety brakes, which would come into automatic operation if anything was to happen to the descent of the cars, are attached to each lift.

The main balcony, where the car stops; is 380 feet from the ground. This balcony—which is protected with glass surroundings—has an area of 40 feet. Starting from this level two staircases lead to open-air platforms at the respective heights of 390, 400, and 420 feet. Two further staircases lead to higher platforms, and two single ladders finally lead to the top basket, or "Crow's Nest," situate over 500 feet from the ground, the summit being crowned with a fine steel flag-staff. The high altitude of the aerial balconies, together with the Tower's commanding location, furnishes an unique opportunity of obtaining marine, town, and landscape panoramas such as no other erection can offer. The lifts run every few minutes during the season.

The Entrance



London, Photo, Blackpool.

Entrance Hall, The Tower

The Tower buildings—at the base of the Tower itself—are noted for their compact design, unique allocation, and beauty of decoration. The exteriors are of fine red brick and terra-cotta ; an ornamental balcony running around three sides of the block.

The main entrances, on the promenade, lead into a grand entrance hall, set out with seats, mirrors, plants, etc., and decorated with beautiful Doulton ware. Two wide staircases give access to the upper rooms. To the right, on the ground floor, is the entrance to the Aquarium.

The Aquarium



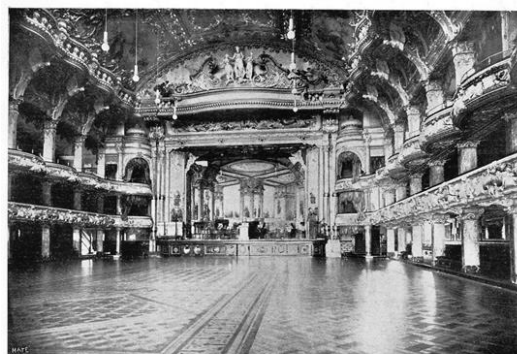
Darwin, Photo, Blackpool.

Aquarium, The Tower.

This section is fitted up with artificial rock-work, columns, stalactites, etc., in imitation of the celebrated Poole's Cavern at Buxton, Derbyshire, and so well has the model been copied that it is almost impossible to detect where the artificial begins and the real rock ends.

The fish tanks, illuminated with electricity, are placed in the centre and around the sides of the aquarium, and these are kept well stocked with rare and interesting specimens. A powerful and very valuable orchestrion supplies choice music.

The Ballroom



Darwin, Photo, Blackpool.

New Ball Room, The Tower.

This renowned room has lately undergone a wonderful transformation, in accordance with designs prepared by Mr. F. Matcham. The old room has been lifted 15 feet in height and given an additional 15 feet in breadth, 7 feet 6 inches on either side. The balconies have been raised, and at the west, or seaward end, an admirably sloped gallery capable of seating 600 people, and of accommodating some 200 more at the back, has been introduced.

The roof arrangements are another special feature of the reconstruction. The oval archings converge towards a central roof-opening-50 feet by 20 feet—and over this opening a sliding roof, the only one in Blackpool, has been constructed for use in warm weather. The roof slides in two halves and is arranged so as to be opened or closed in half a minute. The new proscenium, constructed at the east end, is 40 feet wide, 30 feet deep, and 35 high from the ballroom floor. In its construction many architectural improvements are shown. The plastic mouldings and scroll work ornamentation, which is all in the Louis. XV. (the Renaissance) style, has been specially designed for the Tower Company by Mr. Matcham and carried out with marked skill by Messrs. De Jong and Co., of London. The colouring is in the delicate shades of cream, green, blue, grey, and old gold of the Renaissance period, relieved with pure English gold.

The ceiling is squared with ornamentation surrounding six large picture subjects allegorical of a bal masque. Surmounting the proscenium is an elaborate scroll pediment, centred, by three terpsichorean figures and backed by another allegorical painting. The pillars on either side of the stage and the whole of the columns supporting the roof, are covered with green marble. The ground

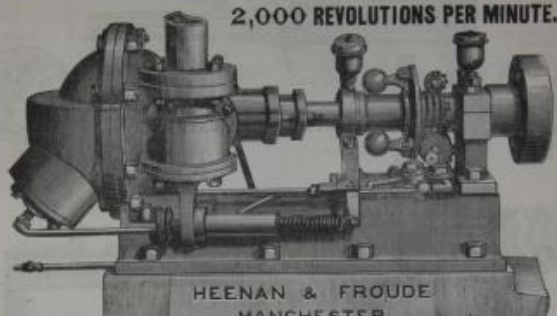
floor promenades are covered with superior velvet pile carpet on a foundation of cork, linoleum and felt. The draperies are of specially designed light terracotta silk brocatelle, trimmed with silk borderings ; the side boxes being draped with beautiful pink terra-cotta velvet. The capping of the balconies and the seating generally is upholstered in horse hair and covered with terra-cotta Utrecht velvet.

The room has a superb parquet floor, resting on springs, and polished to mirror-like reflectiveness. The lighting arrangements, also, are of a most excellent character. The ballroom is at once a palace and a work of art, and the Tower Company have every justification, therefore, for declaring it to be the most magnificently decorated ballroom in Europe. During the season, afternoon vocal and variety concerts are given ; the evenings being reserved for dancing and other intermediate attractions. An orchestra of high-class reputation is engaged for the musical portion of the season's programme.

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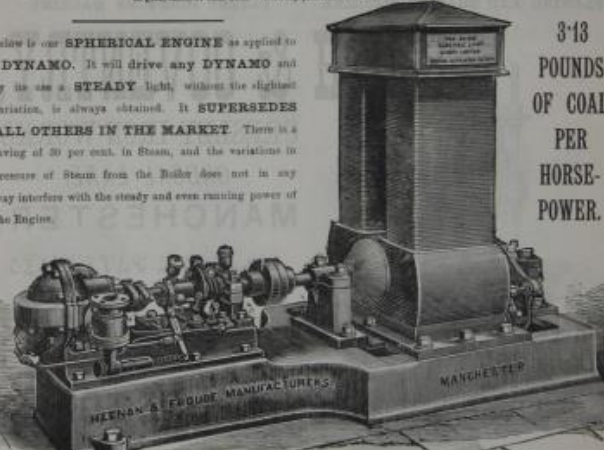


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Newton Heath Football Club (1878 – 1893)

Manchester United football club was formed in Newton Heath, a district in the city of Manchester, by workers of a local railway yard in 1878. At the time, the club was just a way for the workers to participate in their favourite sport and matches were arranged against workers from other departments or companies. What was to become the greatest football club in the world was known as Newton Heath Lancashire and Yorkshire Railway (Newton Heath LYR) and they played their matches at the North Road Ground. The North Road Ground was said to be a 'muddy bog' and players had to change in a local pub just up the road before and after matches.

It wasn't until the 1886/1887 season that the team had their first competitive match; a 2-2 draw against Fleetwood Rangers in the first round of the FA Cup in front of a crowd of 2000. Newton Heath insisted the match should have been replayed but the officials decided extra time should decide the winner. Newton Heath refused and the match was awarded to Fleetwood Rangers.

In 1888, the Football League was formed but several applications later; the team had still not been accepted.

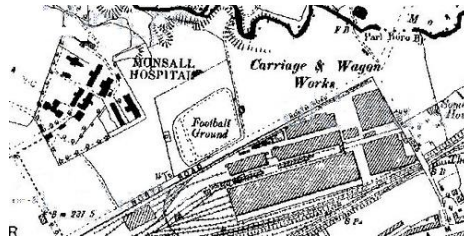
The 1891/1892 season saw Newton Heath progress to the fourth qualifying round of the FA Cup where they were beaten by Blackpool 4-3. On route to the fourth round, Newton Heath LYR had dished out a 5-1 drubbing of local rivals Manchester City and the following season were accepted into the Football League.

On 3rd September 1892, in front of 8,000 fans, Newton Heath made their league debut away to Blackburn. Blackburn won the match 4-3. Newton Heath lost four of their opening six games of the season, including a heavy 6-0 defeat at the hands of Everton and the remaining two matches were draws. On 15th October 1892, Wolves made the trip to the North Road Ground and Newton Heath served up their first win of the season in a spectacular 10-1 victory. The season continued with a number of heavy defeats, and Newton Heath ended the campaign rock bottom with only 6 wins (all at home) out of 30. In the 30 matches, Newton Heath conceded a whopping 85 goals and scored 50.



This is the first known picture of the Newton Heath team. They were eventually to play in green and gold... see the connection to today?

Newton Heath Football Club initially played at the North Road ground. North Road was a football stadium and cricket field in Newton Heath, Manchester, England. It was the first home of Manchester United Football Club then known as Newton Heath Lancashire & Yorkshire Railway Football Club – from its foundation in 1878 until 1893, when the club moved to a new ground at Bank Street, Clayton.



Aerial view of the original ground taken from land registry records

Initially the ground consisted only of the pitch, around which an estimated 12,000 spectators could congregate. The addition of stands in 1891 increased the capacity to about 15,000. The football club signed its first professional players in 1886 and began to break from its sponsoring railway company, but without the company's financial support it was unable to afford the rent on the ground and was evicted.

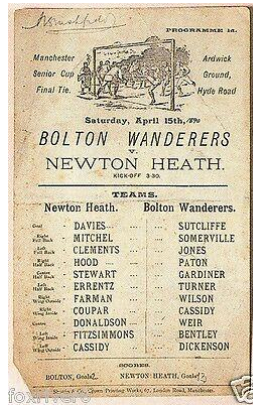
Following the foundation of Newton Heath LYR F.C., at the request of the employees of the Lancashire and Yorkshire Railway (LYR) company's Carriage and Wagon Works, the club needed a pitch to play on. The chosen site was owned by the Manchester Cathedral authorities, but although conveniently sited next to the wagon works it was a "bumpy, stony patch in summer, [and] a muddy, heavy swamp in the rainy months". The railway company agreed to pay a nominal rent to the authorities and to lease the ground to the football club. As it was next to the railway line operated by the LYR, the ground was often clouded in a thick mist of steam from passing trains. Players had to get changed in The Three Crowns public house, a few hundred yards away on Oldham Road, as there were no facilities nearby.



The Three Crowns (circa 1970) Used as an unofficial headquarters and changing facilities for Newton Heath L&YR FC in the late 1800s.

There may have been some kind of refreshment offered to supporters at the eastern end of the site (this is unconfirmed).

The first recorded matches at the ground took place in 1880, two years after the club's formation, most of them friendlies. The first competitive match held at North Road was a Lancashire Cup first round match against Blackburn Olympic's reserve team, played on 27 October 1883, which Newton Heath lost 7–2. Details of the attendance have been lost, but it is assumed that the ground must have been enclosed by then, as an entry fee of 3d (about £1 as of 2012) was charged for the match. Football became a professional sport in England in 1885, and Newton Heath signed their first professional players in the summer of 1886. The club's income was insufficient to cover its wage bill, and so the 3d admission charge was extended to all matches played at North Road, later rising to 6d.



This is the original programme for the Manchester Senior Cup Final played at Ardwick's Hyde Road Grounds versus Bolton Wanderers. Ardwick later became known as Manchester City. This original programme has the date written in as 1890, but it was 1892 when this game was played[on the same date]

The ground originally had a capacity of about 12,000, but club officials decided that was not enough to give them any hope of joining the Football League. Some expansion took place in 1887, but in 1891 Newton Heath used what little financial reserves they had to purchase two grandstands, each able to hold 1,000 spectators. However, this transaction put the club at odds with the railway company, who refused to contribute any finance to the deal. The two organisations began to drift apart from then onwards, and in 1892 the club attempted to raise £2,000 in share capital to pay off the debts incurred by the expansion of the ground. The split also led the railway company to stop paying the rent due on the ground to the Manchester Cathedral authorities, who at about the same time decided to increase the rent. Under increasing financial pressure, especially as the Manchester Deans and Canons felt it inappropriate for the club to charge admission to the ground, an eviction notice was served on the club in June 1893. The club's management had been searching for a new stadium since the first eviction attempt in May the previous year, and they were able to move to a new ground on Bank Street, three miles away in Clayton. It proved impossible though to take the two grandstands to the new ground, and they were sold for £100.

The stadium no longer exists, and North Road has been renamed Northampton Road. After a spell serving as playing fields for locals, Moston Brook High School was opened on the site. A red plaque was attached to one of the school's walls, marking the location of the old stadium, but it was stolen and not replaced. Following the school's closure in August 2000, the site was chosen by the Northwest Regional Development Agency (NWDA) as the location of the North Manchester Business Park in 2002



The Fujitsu offices that occupy the location of Manchester United's former ground, North Road, in Newton Heath

Source <https://strettynews.com/category/history/>

The 1894-95 Season

The 1894–95 season was Newton Heath's third season in the Football League and their first outside the top flight. They finished third in the Second Division, earning the right to play in a Test match against Stoke City in order to regain their top-flight status. They lost the match, which was played at Vale Park, Burslem, 3–0 and remained in the Second Division. In the FA Cup, the Heathens were knocked out in the First Round after losing 3–2 to Stoke City.

The club also entered teams in the Lancashire and Manchester Senior Cups in 1894–95, but were knocked out in the first round of both competitions. As in the previous season, a Newton Heath team also competed in the Lancashire Palatine League, along with Bury and Liverpool. They beat Liverpool at home, but drew at Anfield and lost both matches against Bury. It was to be Newton Heath's last entry in the Palatine League.



A Change of Home Ground

Newton Heath moved from the North Road ground in 1893 to Bank Street (or lane). Located on Bank Street in the Manchester suburb of Clayton, opposite the junction with Ravensbury Street and between the railway line and the Albion Chemical works, the ground was locally known as the Bradford and Clayton athletic ground and owned by the Bradford and Clayton Athletic Company. After Newton Heath F.C. were evicted from their old ground at North Road by the Manchester Deans and Canons, who believed it to be inappropriate for the club to charge an entry fee to the ground, secretary A. H. Albut (*pictured above*) procured the use of the Bank Street ground in June 1893.

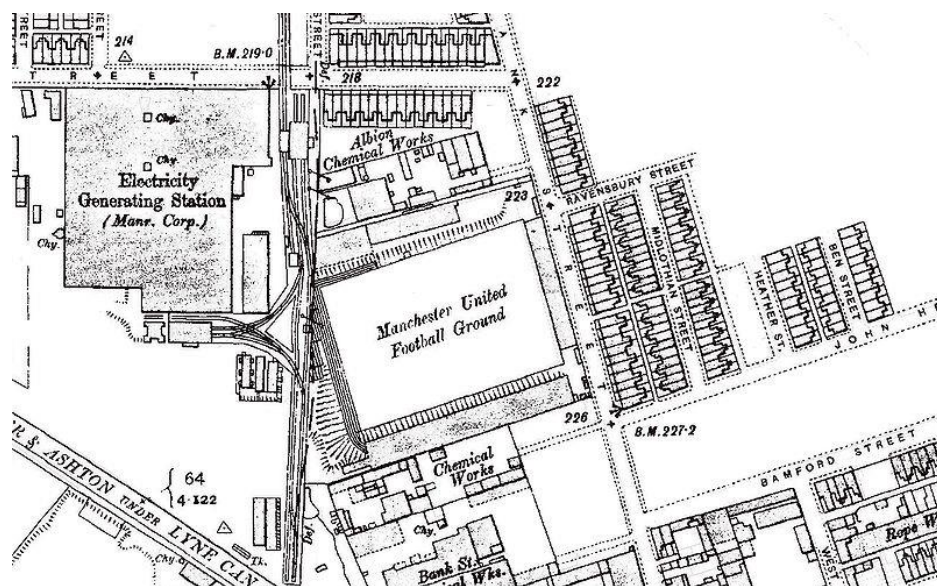
The site was let to the club for eight months of the year, with pre-season training permitted on occasional nights in the summer. The ground was without stands, but, by the start of the 1893–94

season, two stands had been built; one spanning the full length of the pitch on one side and the other behind the goal at the “Bradford end”. At the opposite end, the “Clayton end”, the ground had been “built up, thousands thus being provided for”.

Newton Heath’s first Football League match at Bank Street was played against Burnley on 1 September 1893, when 10,000 people saw Alf Farman score a hat-trick, Newton Heath’s only goals in a 3–2 win. The remaining stands were completed for the following league game against Nottingham Forest three weeks later. However, Newton Heath did not fare well in their first season at the new ground and were unable to retain their First Division status at the end of the season, finishing bottom of the 16-team division. At the time, the condition of the Bank Street pitch was well documented. On one occasion during the 1894–95 season, Walsall Town Swifts turned up at the ground and were greeted by what they regarded as a “toxic waste dump”.

After lodging an official complaint about the pitch to the referee, they were finally persuaded to take to the field, only to be beaten 14–0 (unofficially, the biggest win in the history of Manchester United). However, the Football League ruled in favour of Walsall and the match was ordered to be replayed, though the result was not much better for the visitors the second time round, this time losing 9–0.

The season was a little more successful than the previous, but although they spent much of the year in second place they did not gain promotion, because by the end of the year they stood in third position in division two.



Aerial view of the Bank Street site taken from land registry records

In October 1895, before the visit of Manchester City to Bank Street, the club purchased a 2,000-capacity stand from Broughton Rangers Rugby League Club, and put up another stand on the “reserved side” (as distinct from the “popular side”). However, weather restricted the attendance for the Manchester City match to just 12,000. Improvements to the ground were restricted by the running track that encompassed the pitch, which, by the request of the Bradford and Clayton Athletic Company, could not be removed. However, the ground came into the possession of the club’s ex-president, Mr. W. Crompton, in 1898, allowing them to make whatever improvements to it they desired. One report in the Manchester Courier predicted the addition of a 25-foot (7.6 m) tall stand on the side adjacent to Bank Street itself, with a refreshment stand underneath, while the opposite stand would be moved back 6 yards (5.5 m) and raised up on brickwork by around 16 feet (4.9 m), with the space underneath to be used as changing rooms for the players and referee and various rooms for the club committee.

These improvements would cost a lot of money, however, and this, in combination with the players' ever-increasing wages, sent the club into a period of financial turmoil. The club was presented with a winding up order in January 1902, and Bank Street was on the brink of being repossessed until they were saved at the eleventh hour by a wealthy local brewer, John Henry Davies. He and four other men, among them club captain Harry Stafford, invested a total of £2,000 in the club, now renamed Manchester United F.C., and Davies himself paid £500 for the erection of a new 1,000-seat stand at Bank Street. Within four years, the stadium had cover on all four sides, as well as the ability to hold approximately 50,000 spectators, some of whom could watch from the viewing gallery atop the Main Stand. The stadium was even deemed worthy enough to host a match between Football League and Scottish Football League representative sides in April 1904, hosting 25,000 spectators as the Football League side won 2–1.

Around the turn of the 20th century, Newton Heath pulled off a significant coup by persuading the Manchester Evening News to set up an office at Bank Street. In response to Manchester City's relationship with the Manchester Evening Chronicle, the Heathens' believed that their partnership with the Evening News would cultivate interest in the club, while the newspaper would benefit from increased coverage of football.

The site had various industrial uses for the next 80 years, until it was cleared for inclusion in the new Manchester Velodrome in the early 1990s. The actual site occupied by the stadium now serves as the Velodrome car park



The car park for the Manchester Velodrome is located on the site where Bank Street used to be.



... while a red plaque attached to a house opposite marks the site as part of United's history.