

Keckwick Brook - The brook flows from a point near Red Farm, Newton-by-Daresbury, through Preston Brook and Keckwick and into the Mersey opposite The Ferry Tavern, Penketh. It was canalised at various times and today the main flow is through Manor Park and into the Ship Canal.



Mosside Farm - The Dutton family farmed at Mosside during the 19th century and possibly before then. The farm was part of the Norton Estate and owned by Sir Richard Brooke. The 1861 census records that it covered 250 acres, which was unusually large for the area. The family were staunch methodists and were instrumental in the rebuilding of the chapel in Moore in 1870. The stained glass east window was given to the chapel in memory of three Dutton brothers, John, James and William - 'Diligent in Christian work, Wise in Council, Blameless in Life'.

Fidler's Ferry - The ferry ran from 1160 until 1907. It brought people across to enjoy 'the leafy lanes of Cheshire', to indulge in cockfighting bouts far away from the arm of the law, in their coffins to be buried in Daresbury Churchyard and ministers to preach at the Methodist Chapel in Moore.



Agriculture on Mosside - The monks from Norton Priory cultivated the land, reared waterfowl to eat and fished in the river. More recently it has been owned by Sir Richard Brooke, George Heron and other, smaller landowners. In 1840, much of the land was pasture and meadow, indicating that animals were reared here, but potatoes and some wheat and barley were also grown. A small plot was endowed to the Trustees of Daresbury School to help support its work.

Runcorn and Latchford Canal - Standing on the bed of the canal you can see that it was not very deep. It was well constructed to take barges, Mersey flats and narrow boats. The quality sandstone edging stones would inhibit any erosion of the land along the canal. It was built to avoid the difficult river section on the Mersey past the area by Fiddler's Ferry Power Station. It was 7 miles long and opened in 1804 and closed when the Manchester Ship Canal was built. The nearby Bridgewater Canal had been open to Runcorn since 1768.



Manchester Ship Canal Railway - Originally there was a wooden bridge here but it was replaced by the concrete structure in 1923. The alignment of the line was altered slightly, 25 feet nearer the canal, to allow trains to keep the service running down to Wigg Island in Runcorn. Chemicals were carried from Wigg works to Walton sidings and then onto the main railway network. Sand was extracted nearby and one wagon a day took it to the sidings.



Moore Lane Swing Bridge - One of seven on the canal, all hydraulically powered, the original steam engines have long been replaced by more modern machines. The structure, when new, weighed 700 tons, it uses 64 roller bearings with a turning diameter of 28 feet.

Looking towards Warrington you can see the deviation bridge that had to lift the LNWR line 90 feet into the air to give clearance for the passage of boats. To the left, just past the warehouses, was the coal wharf built specially for Richard Evans and Sons of Haydock Collieries, to move coal and pit props along the new canal. Looking west, the canal is straight for over 4 miles.

