

A BRIEF HISTORY
OF EDGE HILL

A PLACE WHERE AN INDUSTRY BEGAN
THAT CHANGED THE WORLD

KENN TAYLOR

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If you would like to submit a story or memory to
the archive please don't hesitate to get in touch

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INTRODUCTION

How do you begin to tell the story of a place? Somewhere that has global significance but where ordinary people also live their lives?

When Metal decided to renovate the station buildings at Edge Hill in Liverpool (the world's oldest passenger railway station still in use) we were keen to ensure that the pioneering spirit and history of innovation found in the story of the buildings remained an active part of the legacy we were aspiring to create. Our continuing creative programme regularly invites artists and local community members to make theatre, music and visual arts that reflect the history of the buildings and the surrounding area, a history that resonates in the architecture and atmosphere of the place.

With the help of a Heritage Lottery Grant we have been able to take this further by creating a 'living' archive that has collected objects, artefacts, documents, photographs and interviews of Edge Hill's people and place, both historic and current.

Edge Hill is situated at the heart of Liverpool, between Kensington, Wavertree, Toxteth and the city centre. The area has had a significant role to play in the city's development, as well as in world history as a centre of transport and industry. The station was a key part of the business venture that was to see the first railway built specifically for passengers rather than cargo, namely the Liverpool and Manchester Railway. When the line opened on 15th September 1830, George Stephenson's locomotive 'Rocket' left Crown Street Station and

passed through Edge Hill carrying the Prime Minister of the day, the Duke of Wellington, on board. For the first time passengers could travel at speed between two major cities and return on the same day. It was the beginning of an industry that would change everything and make the world a smaller place.

The story of Edge Hill Station, the building, is one of many stories that have grown out of the wider area and its changing fortunes across the years. Our project has captured some of these and includes written texts, an extensive website and a permanent collection that is housed at Edge Hill Station itself.

Metal invited local writer Kenn Taylor to research and write A Brief History of Edge Hill, presented here in this book. History, however, is fluid. It has many narratives, frequently contradictory. It is subject to change and open to interpretation. The wider Edge Hill Archive allows us to display some of these multiple perspectives and this book should serve as an introduction for those with a deeper interest.

The Archive's content has been gathered from a wide mix of people; those who have lived in the area their whole lives, people who worked there, people who passed through, people with an interest. All of which go to make up a whole that we hope is a reflection of Edge Hill, one which can be added to and changed, disagreed with and re-imagined, and used as a tool for reminiscence and education, inspiration and reflection.

Jenny Porter
Project Manager

A BRIEF HISTORY OF EDGE HILL

IN THE 18TH CENTURY, what is now Edge Hill was a largely rural area of the West Derby Hundred, an ancient division of Lancashire, situated near to the rapidly developing port of Liverpool.^[1] On a map of 1768, Edge Hill is named Chetham's Brow, a title used until the end of the 1700s.^[2] This was a very different place to the one we see today, as described by James Stonehouse in his 1836 book 'Recollections of Old Liverpool':

Over the stone bridge, the road was carried when connection was opened to Edge-Hill from Mount pleasant and Oxford-street was laid out. When the road was planned both sides of it were open fields and pastures. The first Botanic Gardens were laid out in this vicinity; they extended to Myrtle-street... in winter the Moss Lake Brook usually overflowed, and caused a complete inundation: On this being frozen over fine skating was enjoyed for a considerable space. The corporation boundary line was at this side of the brook. In summer the volunteers sometimes held reviews upon these, fields, when all the beauty, and, fashion of the town turned out to witness the sight.^[3]

By the early 1800s Edge Hill had begun to see development. Mr. Edward Mason, after whom Mason Street was named, had his mansion on one corner of what was then a narrow pathway. Mason's and a small number of other houses stood on a breezy outcrop offering an unobstructed view down to the River Mersey.^[4] This was a very desirable place to live given its proximity to expanding Liverpool and soon it would become home to one of the area's most

^[1] Farrer, W. and Brownbill, J. (editors), '*Hundred of West Derby: Introduction*'. *A History of the County of Lancaster: Volume 3*, (1907), p. 1-4. Available at: <http://www.british-history.ac.uk/report.aspx?compid=41279>

^[2] *Liverpool Today*: <http://www.liverpool-today.info/#/edge-hill-history/4541290861>

^[3] Stonehouse, James, *Recollections of Old Liverpool*, (Liverpool: J. F. Hughes, 1836), p. 53. Available at: http://www.gutenberg.org/catalog/world/readfile?fk_files=1523787&pageno=1 p. 53.



Wavertree Road and St. Mary's Edge Hill, 1829
The Freeman Family Archive

famous residents. Joseph Williamson (1769–1840) was a tobacco magnate who was responsible for much of the building in Edge Hill during the early 19th century, and he was to leave an enduring legacy.^[5]

Around 1805, Mr and Mrs Williamson moved into one of the Mason Street houses, which would be their home for the rest of their lives. It was a large and spacious house, but it had a sheer drop at the back due to what appeared to be old quarry workings. In order to create extra space, Williamson arranged the construction of brick lined archways over these workings to support gardens and orchards above.^[6] Williamson, having retired wealthy, then ordered his workers to continue to tunnel through the bedrock to create cellar systems, passageways, tunnels and underground spaces.^[7]

Over a 35 year period, Williamson's workers created a labyrinth of enormous size.^[8] A range of explanations have been given as to why he might

^[4] *Friends of Williamson's Tunnels*: <http://www.williamsontunnels.com/story.htm>

^[5] *Wikipedia*: http://en.wikipedia.org/wiki/Edge_Hill,_Merseyside

^[6] *Friends of Williamson's Tunnels*: <http://www.williamsontunnels.com/story.htm>

^[7] *Liverpool Today*: <http://www.liverpool-today.info/#/edge-hill-history/4541290861>

^[8] Please see reference No. 7.

have created his tunnels, from wanting to give work to unemployed soldiers to sheer eccentricity. The only thing we know for sure is that Williamson is now remembered as the 'Mole of Edge Hill' and part of the recently excavated tunnel network is now open to the public as a tourist attraction.

The story goes that as Stephenson was cutting the tunnel from here, Edge Hill Station, down to Lime Street, before that cutting was made it was a tunnel, a two-track tunnel. Williamson, it's said, got his men to tunnel underneath where Stephenson's men were working and come up and give them a fright. Well they did, and it's a good job some of the fellows were there wearing their brown corduroy keks because they had to leg it out of the tunnel as quick as they could, and they said the devil himself was chasing them.^[9]

However, Edge Hill's real contribution to world history would include tunnels of a different kind. On 15th September 1830, the world's first inter-city passenger railway, the Liverpool and Manchester Railway, formally opened.^[10] Developed by railway engineering giant George Stephenson, it linked the great port with the great industrial centre and would form the blueprint for all similar railways across the globe. The original Liverpool terminus was at Crown Street, now a park, but Edge Hill was at the heart of the operation.

The original station at Edge Hill was about 150m to the west of the current one.^[11] When the railway first opened, locomotives would run as far as Edge Hill where they would be detached from their trains. Loaded passenger coaches would then be cable-hauled by winding engines to Crown Street through the first railway tunnel in the world to run under streets.^[12] Returning coaches would then run back down to Edge Hill by gravity. Goods traffic meanwhile descended in wagons down the adjoining Wapping Tunnel to Wapping Dock and were hauled back up by the winding engine. As confidence in locomotives increased, this cable-hauling system became unnecessary.^[13]

The current Edge Hill station, now home to arts organisation Metal, dates from 1836 when Liverpool's main railway terminus was moved to Lime Street. The tunnel through to Lime Street is now the oldest railway tunnel in the world still in use.^[14] The buildings at Edge Hill meanwhile are now the oldest in the world still open to the public as a working railway station.^[15]

^[9] Coe, Les, *The Edge Hill Archive*. Available at: <http://www.edgehillstation.co.uk/resources/williamson-tunnels-01/>

^[10] *Wikipedia*: http://en.wikipedia.org/wiki/Liverpool_and_Manchester_Railway

^[11] *Wikipedia*: http://en.wikipedia.org/wiki/Edge_Hill,_Merseyside

^[12] *The Liverpool Wiki*: http://www.liverpoolwiki.org/Liverpool%27s_Historic_Rail_Tunnels

^[13] *Subterranea Britannica*: http://www.subbrit.org.uk/sb-sites/sites/1/liverpool_edge_hill_cutting/index.shtml

After the completion of the railway, Edge Hill became the site of two railway works. Both the Liverpool and Manchester Railway and the Grand Junction Railway initially set up workshops there, but with little room to expand as business grew, the Grand Junction Railway moved its main locomotive production to Crewe in 1843. The Liverpool and Manchester was absorbed by the Grand Junction in 1845, which in turn became part of the London and North Western Railway in 1846, a rapid change that reflected the huge growth in railways at the time. Soon afterwards locomotive building ceased at Edge Hill.^[16]

After railway manufacturing had moved on, the railways aggressively expanded their share of Liverpool's goods traffic and redesigned Edge Hill as the site of vast sidings and marshalling yards, complete with a gravity-operated 'gridiron'. Here freight trains to and from the docks were sorted. It was amongst the most complex railway sites in the world and at its height some 2,200 wagons were handled daily over 60 miles of track. The railway also operated locomotive, carriage and wagon maintenance facilities and coal and fresh produce depots in the area. With the decline of dock traffic, the gridiron fell out of use, finally closing in 1982.^[17] The area subsequently became the basis for the Wavertree Technology Park, one of Liverpool's key regeneration projects of the 1980s.

A colossal siding, it was at least two miles long... You would get traffic in from all over the country... the shunter would gravity feed the wagons, in other words, they would detach the wagons from the locomotive, and they would just come down under their own weight, and the shunter would control the brake sticks. Many was the time you'd see the shunters coming down riding on the break sticks, the Health and Safety would have a field day these days, but... men knew what they were doing, that was the important thing. Yet some of the wagons would be gravity fed from the top of the grid to the bottom, two miles!^[18]

It wasn't just rail transport that the area was known for though. In 1866 land on Smithdown Lane was purchased by the Liverpool Health Committee to house the horses of the 'Scavenging Department', tasked with removing waste from the streets of the town.^[19] This developed into the Corporation Central Stables which at one time accommodated upwards of 50 horses whose

^[14] *The Liverpool Wiki*: http://www.liverpoolwiki.org/Liverpool%27s_Historic_Rail_Tunnels

^[15] Weston, Alan, *Liverpool Daily Post*: <http://www.liverpooldailypost.co.uk/liverpool-news/regional-news/2010/10/14/campaign-to-raise-profile-of-edge-hill-station-92534-27467634/>

^[16] *Grace's Guide*: http://www.gracesguide.co.uk/Edge_Hill_Works

^[17] Cossons, Neil and Jenkins, Martin, *Liverpool: Seaport City*, (Hersham: Ian Allen, 2011), p. 66.



Steam locomotive waiting for a signal at Edge Hill

Dennis Flood

duties covered everything from transporting mail to moving the heaviest of loads. In 1960 the last of the working horses were phased out and from this time onwards the yard was home to just a few horses retained to haul the Lord Mayor's Coach on civic occasions. In 1984 the role of the Lord Mayor was abolished by the then Militant-dominated City Council, and the coach was put on static display at Croxteth Hall.^[20] After this time the stables were closed and fell into disrepair until partially refurbished to house the Williamson Tunnels Exhibition Centre.

BY THE END OF THE 19TH CENTURY, the Edge Hill area had been built up into a dense grid of terraced housing, mostly rented to railway and dockworkers,^[21] and had become a major thoroughfare from Wavertree to the city centre. By this time, the gentry of the area like Joseph Williamson had mostly died or moved away and their grand houses were largely demolished to make way for often cramped and poor-quality back-to-back housing.

^[18] Flood, Dennis, *The Edge Hill Archive*. Available at: <http://www.edgehillstation.co.uk/resources/dennis-flood-07/>

^[19] Oxford Archaeology North, *Smithdown Lane, Corporation Stable Yards, Building Survey Report*, (Lancaster: Oxford Archaeology North, 2011) OA Job no: L10321, p. 4. Available at: <http://www.williamsonstunnels.co.uk/view.php?page=news>

^[20] Oxford Archaeology North, *Smithdown Lane, Corporation Stable Yards, Building Survey Report*, p. 12.

It was around this time that Edge Hill College opened, on 24th January 1885, on Durning Road. It was the first non-denominational teacher training college for women in England. By 1892, Edge Hill was one of only two colleges in England combining teacher training and degree course study, but as student numbers increased, it quickly outgrew its buildings. The institution was handed over to the Lancashire Education Committee in 1925 and the foundation stone for the present campus in Ormskirk was laid on 26th October 1931. Despite its move out of the city, it retained the Edge Hill name and is now a successful new university.^[22]

Edge Hill was also home to some of Liverpool's earliest designated green spaces. In 1802 a group of Liverpool botanists, including one of the city's most famous sons, William Roscoe, also a writer, lawyer, businessman, art collector and abolitionist, opened a private botanic garden near Myrtle Street. With plants gathered from all over the world, it was the first collection of its kind in the North of England.^[23] With the area around it urbanising rapidly, by 1831 it was decided to move the garden further out to a site near Edge Lane, which opened in 1836. The garden's developers hit financial problems and in 1846 Liverpool Corporation took charge, allowing full public access for the first time. In 1856 the Corporation laid out Wavertree Park on the former land of Wavertree Hall which then also encompassed the garden. Unfortunately the magnificent glasshouses at Wavertree were destroyed in the Blitz and Liverpool's botanic collection was subsequently dispersed throughout the city, though the park and some of its historic features remain.^[24]

On 11th May 1886, The International Exhibition of Navigation, Travelling, Commerce and Manufacture, a title understandably shortened by most to the 'Shipperies Exhibition', was opened by Queen Victoria on land adjacent to Wavertree Botanic Park. This was held some years after the famous Great Exhibition at London's Crystal Palace in 1851, which had created something of a fashion for shows of this type around the world. The Shipperies Exhibition could count; a vast iron and glass pavilion, a full-size lighthouse, an 'Indian Village' and a Canadian toboggan ride amongst its attractions. It ran until 8th November 1886, attracting a staggering three million visitors.^[25]

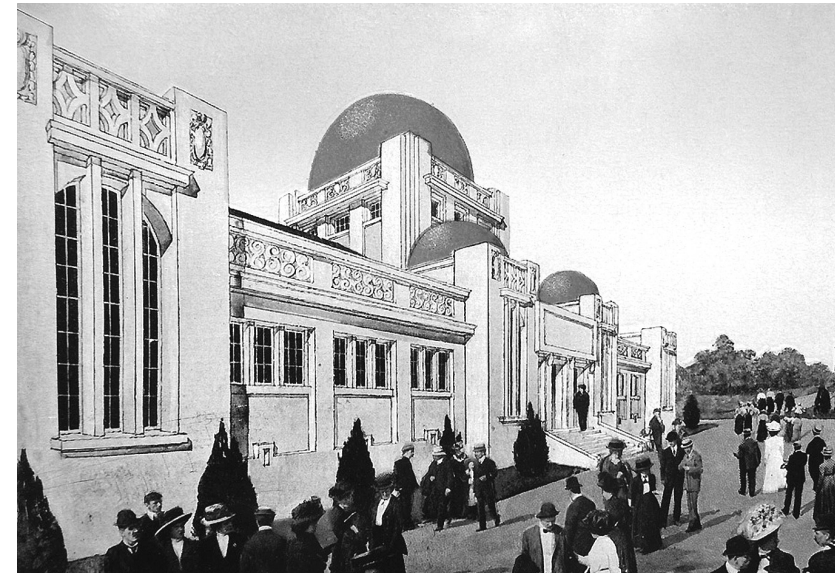
This wasn't to be the last exhibition held in the area though. In 1907 the same site was one of the key locations for Liverpool's grand Pageant to

^[21] *Heritage Works*: <http://www.heritageworks.co.uk/durning.htm>

^[22] *Edge Hill University*: <http://www.edgehill.ac.uk/about/history>

^[23] Ainsworth, Rob, *Liverpool History Society Questions Blog*: <http://liverpoolhistorysocietyquestions.blogspot.com/2009/11/botanic-gardens.html>

^[24] Parks and Gardens Data Services Ltd, *Wavertree Park and Botanic Garden, (also known as Edge Lane Botanic Garden)*, Liverpool, England. Record Id: 5070: http://www.parksandgardens.ac.uk/index2.php?option=com_parksandgardens&task=site&id=5070&preview=1&Itemid=292



Palace of Applied Arts, Liverpool Exhibition, 1913

Postcard

celebrate the city's 700th anniversary. A few years later, the 1913 Liverpool Exhibition was conceived as 'civic boosterism' to counter the city's negative image after the 1909 sectarian riots and the 1911 transport strike and thus this could be regarded as one of Liverpool's first attempts at 'regeneration'. The 1913 event featured a 400^{ft} long industrial exhibition, a pleasure fair and the largest and longest scenic railway in the world. Unfortunately this exhibition was not as successful as those before it. Liverpool Exhibition Limited went into receivership within a few months of opening and the scenic railway was subject to an arson attack by Suffragettes from the Women's Social and Political Union.^[26] Subsequently, much of this land was absorbed by the Edge Lane industrial estate.

FROM AROUND THE START OF THE 20TH CENTURY, industries, those largely unconnected with Liverpool's status as a port, developed along the Edge Lane corridor between Edge Hill and neighbouring Wavertree and Kensing-

^[25] Hardie, Carol, *The Victorian Society Liverpool Group Newsletter July 2011*, (Liverpool: The Victorian Society, 2011), p. 4-7. Available at: http://www.victoriansociety.org.uk/regions/LI-Liverpool_newsletter_Jul_2011.pdf

^[26] Belchem, John (editor), *Liverpool 800*, (Liverpool: Liverpool University Press, 2008), p. 29.

ton. Some of the most well-known included Crawford's Biscuits, Littlewoods Football Pools, the famous toy company Meccano, The Liverpool Corporation Tramworks and, largest of all, The Automatic Telephone and Electric Company (at other times known as Plessey, GPT and Marconi) which manufactured much of the UK telephone network, and these were joined by many other smaller enterprises.

There were so many factories; Crawfords, The Automatic, Meccano... I worked in Meccano for a few years. By all those factories you were in danger of being run over by a bicycle, it was so busy along Edge Lane of an evening, 5 o'clock. They were thriving factories.^[27]

As a densely industrialised area with important transport links, Edge Hill, like much of Liverpool, was a key target for German air raids during WWII. There were numerous bombings in the area, but perhaps the worst occurred in the early hours of 29th November 1940.

On this day, approximately 300 people were tightly packed into the shelter in the basement of the Ernest Brown Junior Instructional Centre in Durning Road. They sheltered in the boiler room, chosen because it had a reinforced ceiling with metal girders running across it. It would have been a safe enough place if bombs fell nearby, but it could not withstand a direct hit. When a parachute mine hit the three-storey building, it collapsed into the basement below, crushing many of its occupants. Boiling water from the central heating system and gas from fractured mains poured in, creating raging fires that made rescue work extremely dangerous. In all, it was recorded that 166 men, women and children were killed and many more were seriously injured.^[28] Winston Churchill was later heard to remark that it was "the worst single civilian incident of the war."^[29]

Well, there's a very poignant one when me mother was living here. During the war... she was working of a night... I think in one of the munitions factories, and she was coming back and the air raid sounded in Durning Road, and she was actually going to go in to the air raid shelter. And she found that it was that chocker she said, 'I won't go in'. And anyway, she moved along the road, sticky bombs come along, and one of the air raid wardens pushed her into the doorway and she lost her baby.^[30]

^[27] Green, Frances, *The Edge Hill Archive*. Available at: <http://www.edgehillstation.co.uk/resources/francis-green-03/>

^[28] Waddington, Mark, *Liverpool Echo*: <http://www.liverpoolecho.co.uk/liverpool-life/liverpool-lifestyle/2011/04/30/bombing-of-the-durning-road-air-raid-shelter-was-liverpool-s-worst-tragedy-during-world-war-ii-100252-28607929/2/>

^[29] BBC: <http://www.bbc.co.uk/news/uk-england-merseyside-11857322>

^[30] Moran, Steven, *The Edge Hill Archive*. Available at: <http://www.edgehillstation.co.uk/resources/steven-moran-06/>



Ambassador Lanes' Bowling Alley, 1960s

The Freeman Family Archive

BY THE MID 20TH CENTURY, Edge Hill was a busy and largely self-contained working-class community with its own shops, pubs, cinemas, clubs and other facilities. One of the most famous local establishments was Freeman's department store, first founded in the area in 1891. Between 1963 and 1965, Freeman's was rebuilt extensively and modernised, its new building also featuring one of the earliest ten-pin bowling alleys in the UK. Fred Freeman, who ran the family business after WWII, was also noted as a supporter of the local charity and voluntary sector and of the Edge Hill community in general.^[31] Today the shop is a branch of the well-known Liverpool DIY store, Taskers and the Freeman family is still active in the area today.

I worked in Woolworths on Wavertree Road as a Counter Assistant. It was very busy. There were some big stores there as well. There was Freeman's next door to Woolworths, where Taskers is now. There were some lovely dress and shoe shops along there. First we had a manageress, then she left to let

^[31] *Community Foundation Merseyside*: http://www.cfmerseyside.org.uk/userfiles/file/632579729_Philanthropy%20Report%20-%20smaller.pdf



F.W. Woolworth and Co. Ltd
The Freeman Family Archive

the chap who had just come out of the army, he was a Regimental Sergeant Major, say no more!^[32]

After a brief post-war boom, by the 1960s Liverpool's role as a port and industrial centre began to decline, creating economic problems and population shrinkage. This had a devastating effect on Edge Hill along with many other districts of the city. Around this time, a large number of people were also moved out of Edge Hill to outlying estates on the fringes of Liverpool due to successive 'slum' clearance programmes. Although the new housing itself was often better, many people felt that the new isolated estates often didn't have the same sense of community spirit or support as in the old neighbourhoods.^[33]

We had to move out to Halewood and make new friends, meet new people. It was harder then because there was no communities, no community centres, no shops, only mobiles, even churches, there was no churches till

^[32] Clarke, Pat, *The Edge Hill Archive*. Available at: <http://www.edgehillstation.co.uk/resources/pat-clarke-03/>

^[33] *Liverpool Pictorial*: <http://www.liverpoolpictorial.co.uk/blog/tag/slum-clearance/>



Aerial view of Freeman's and surrounding property, 1966
The Freeman Family Archive

they built them... and then they brought clubs out and people went to them. So people did start to get together as a community and I think it will happen the same in Edge Hill again... but is it going to be the same anymore? It's one of them...^[34]

As Britain continued to decline as a manufacturing nation, nearly all of the older local industry has ceased. Part of the old Edge Lane industrial estate and railway yards are now occupied by the Liverpool Innovation Park, where several thousand people work in businesses ranging from biotechnology and telecommunications to computer game design and finance.^[35] Other parts of the estate were converted into a retail and leisure park in the 1980s which is now being rebuilt only thirty years later.^[36] The railway too has made a minor comeback in the area; the French company Alstom has built a new depot on the site of the former Great Northern Yard at Edge Hill to maintain its new, longer Pendolino tilting express trains.^[37]

^[34] Moran, Steven, *The Edge Hill Archive*. Available at: <http://www.edgehillstation.co.uk/resources/steven-moran-05/>

^[35] *Liverpool Innovation Park*: <http://www.liverpoolinnovationpark.com/>

^[36] Bartlett, David, *Liverpool Echo*: <http://www.liverpoolecho.co.uk/liverpool-news/local-news/2010/11/29/edge-lane-retail-park-revamp-200m-works-start-in-december-100252-27733491/>

^[37] *Railway Gazette*: <http://www.railwaygazette.com/news/single-view/view/alstom-opens-new-pendolino-depot.html>



Edge Hill terraces earmarked for demolition, 2009
Kenn Taylor

BY THE TURN OF THE MILLENNIUM, the decline in Edge Hill's population meant the area was subject to the then government's Housing Market Renewal Initiative Pathfinder programme (HMRI).^[38] This plan intended to regenerate areas where housing demand was seen to have failed and advocated the wholesale demolition and reconstruction of many deprived areas of the UK.^[39]

Liverpool City Council adopted the policy and began buying properties, often through Compulsory Purchase Orders,^[40] and instigating a controversial programme which saw large sections of Edge Hill demolished to be replaced by new housing. This was fiercely resisted by some members of the community who felt that it was not the solution.^[41] Such resistance caused the plans to be questioned on a national level.^[42] In Edge Hill at least, the majority of the scheme went through and the new houses, fewer in number than those demolished, are now beginning to be occupied.

^[38] *Homes and Communities Agency*: http://www.homesandcommunities.co.uk/housing_market_renewal

^[39] Clover, Charles, *The Times*: http://www.timesonline.co.uk/tol/comment/columnists/guest_contributors/article7035090.ece

^[40] Allen, Chris, *Housing Market Renewal and Social Class*, (London: Routledge, 2008), p. 128.

^[41] Leeming, Ciara, *Street Fighters Project*: <http://streetfightersproject.wordpress.com/?s=edge+lane&submit=Search>



Edge Hill street party
Barbara Galt

The community isn't the same as it used to be. We were a very big community, we'd have regular street parties and get togethers, and we knew neighbours and looked after neighbours. There was a different community spirit. Now I don't even know half the time who my neighbours are, because neighbours come and neighbours go. People don't seem to stay very long. A lot of Housing Associations tend to own the property, so therefore they're not really long-term residents.^[43]

Edge Hill, like Liverpool as a whole, has had a dramatic history, one where change has often been constant and where events of global significance have taken place. This is evidenced in the area's greatly varied buildings; Georgian villas, Victorian terraces, Art Deco factories, 1960s Council blocks, 1990s retail stores and brand-new, contemporary housing sit together at Edge Hill, where there were once fields and ponds.

^[42] Hatherley, Owen, *The Guardian*: <http://www.guardian.co.uk/commentisfree/2010/nov/19/slum-clearance-housing-failed>

^[43] Galt, Barbara, *The Edge Hill Archive*. Available at: <http://www.edgehillstation.co.uk/resources/barbara-galt-04/>



Metal at Edge Hill, 2011

Phil Starling

Beyond this though, Edge Hill remains a place where people live their every-day lives, often despite the turmoil around them. This should be remembered alongside the interesting dates and facts. As Edge Hill goes through another cycle of rebuilding, the area is clearly at a new stage in its development. In an ever-changing world Edge Hill's future is unclear, but hopefully its rich heritage will remain a part of it.

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ABOUT THE AUTHOR

Kenn Taylor is a writer and project manager whose work has a particular focus upon urban history, culture, community and regeneration. He has contributed to numerous magazines, newspapers and books, as well as working on a variety of projects for organisations including National Museums Liverpool, Metal Culture, Tate Liverpool and FACT (Foundation for Art and Creative Technology). His interest in Edge Hill stems originally from his father and other members of his family being railway workers in the area.

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