

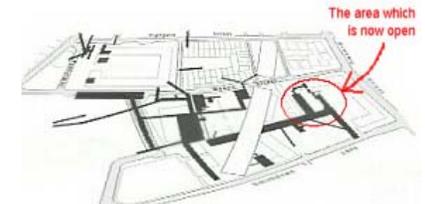
Underground Liverpool

Liverpool has a strong tradition of tunnelling. This contrasts with cities such as Manchester where bridges and viaducts are more evident. The main crossings of the River Mersey are distinguished by the use of tunnels (two road and one rail). Tunnels were dug to allow the railway to reach the city centre (The Lime Street Tunnel) and for trains to deliver goods to the docks and later to carry trains to meet the passenger liners (The Wapping and Waterloo Tunnels). Numerous other tunnelling projects cross under the city for various purposes, the railway loop allowing trains to cross the city, pneumatic message tube systems carrying telegraph messages from the main post office to offices in the city, underground reservoirs, piping of rivers below ground, the Victorian hydraulic system running underground to power the cranes and lock gates used in the Albert and Wapping docks.

Tunnels have been built for no reason other than to give employment. The Williamson Tunnels for example. We will be visiting these tunnels on the first stage of this tour.

During the Second World War the Battle of the Atlantic was directed from control rooms constructed below office buildings in the city centre and surrounded by a deep enclosure of bomb resisting concrete. We will visit this underground control room known as the Western Approaches HQ—where the war was waged against the U boat in the Atlantic.

These various underground schemes show above ground in the form of related buildings or structures such as the Mersey Tunnel control and ventilation tower—an impressive building with its art deco decoration and in the Albert Dock Pumphouse which powered the hydraulic system used for cranes and locks. We will see some of these above ground features of 'Underground Liverpool' in the last stage of the tour.



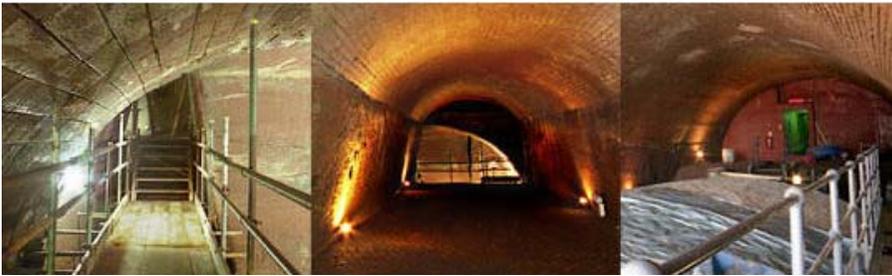
*IHBC Summer School
Saturday 16th June 2007
Tour*

Underground Liverpool



*Institute of Historic Building Conservation
Summer School 16th June 2007*

Underground Liverpool



The Williamson Tunnels

This network of tunnels were created by Joseph Williamson following the end of the Napoleonic Wars. At this time there was a depression in this country and many men were out of work. Williamson decided to offer employment by tunnelling underground creating tunnels to nowhere. Williamson has been described as 'The Mole of Edge Hill', 'The Mad Mole' and 'The King of Edge Hill'.

2.00pm Meet at Medical Institute
Coach to Williamson Tunnels

2.15pm Visit Williamson Tunnels

3.30pm Coach to Battle of the Atlantic Museum

3.45pm Visit Battle of the Atlantic Museum .
(Former Western Approaches H.Q.)
Control Rooms. Cyphers, Decoding ,
Enigma Machine Room

4.30pm Walk— Exchange Flags , Nelson Monument ,
Mersey Tunnel Georges Dock Building (Art Deco),
Albert Dock Pump House (reference to
underground hydraulic power system to
cranes / lock gates)

5.00 pm Finish and return to the Adelphi Hotel

Guide - John Seaman



The Battle of the Atlantic Western Approaches HQ

Combined Operations, which was responsible for control of the Western Approaches, was moved in 1941 from Plymouth to Liverpool. This move was instigated by Winston Churchill. The complex - which was known locally as the "Citadel" or "Fortress", was designed to be bomb proof and gas proof, with a 7ft. thick roof and 3ft walls, and 100 rooms covering an area of 50,000 square feet. The Royal Navy, Air Force and Royal Marines worked jointly to monitor enemy convoys and "wolf packs" of submarines which threatened to bring Britain to her knees in the early part of the war.