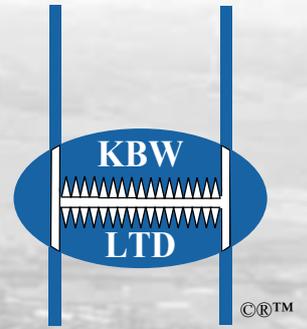


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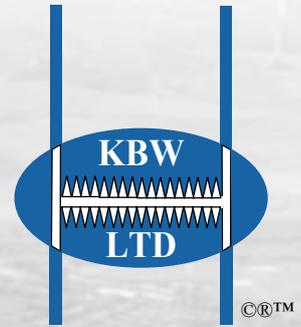
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Scrap Metal Merchants

<http://www.karaliusbros.com>

Tel: 0151 420 6060



Note from the author

This publication came about as a means of putting into context the significance of the New Mersey Gateway project in terms of the heritage of the Borough, specifically in relation to its river crossings, of which the New Mersey Gateway is the fourth river crossing to be constructed.

It is written from the viewpoint of a family which has made Widnes its home and also a business bearing that family's name which has had its roots placed firmly in the Town of Widnes for over 50 years.

The text of the three short histories which follow are extracts taken from open source articles on the Internet as are the images used also. Together with the brief biography of Karalius Brothers, these short histories are intended to give a little insight into Karalius Brothers through the years set against a background of what is now today the biggest civil engineering project the Borough of Halton has seen... The New Mersey Gateway.

Author: Peter Hill

Halton's Mersey Crossings - A Brief History

Britannia Bridge

The railway bridge which spans the stretch of the Mersey known as the Runcorn Gap came about by act of Parliament in 1861.

Preparatory work commenced in 1863 and the first stone was laid in 1864. The bridge was completed by 1868 and on 21 May there was an introductory opening when the contractor's locomotive *Cheshire* drew 20 wagons over the bridge. It was formally opened for traffic on 10 October. The first goods traffic crossed it on 1 February 1869 and the first passenger train crossed on 1 April of that year.



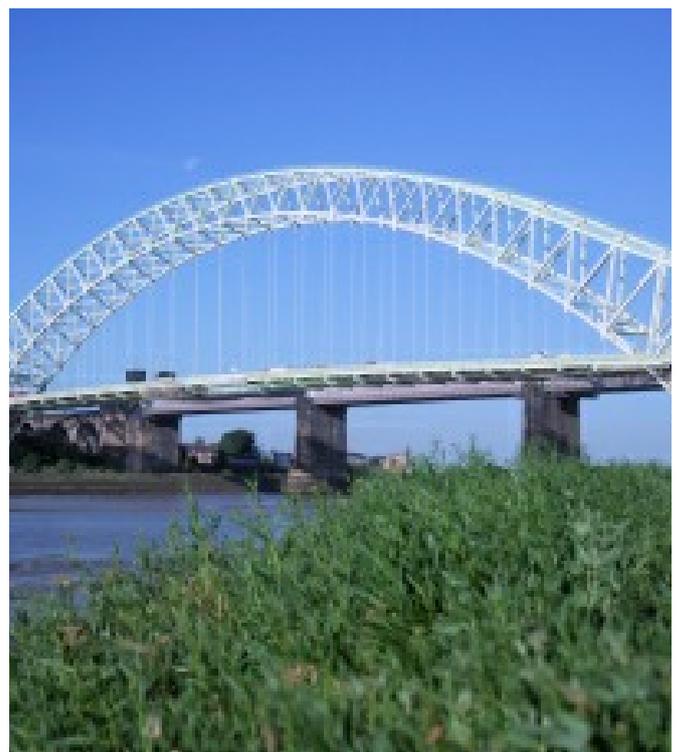
Silver Jubilee Bridge

Construction began on 25 April 1956. The contractors for the first phase of work, Leonard Fairclough of Adlington, cleared the ground and constructed the foundations for the piers. The contract for the second phase, the building of the main arch and the side arches, was given to Dorman Long Middlesbrough who sub-contracted the building of the bridge deck, viaduct and roadworks to Leonard Fairclough. Building of the bridge itself began in March 1958 and the side spans were completed by November 1959. The main arch was built by cantilevering steelwork from the side spans until it met in the middle in November 1960. The carriageway was suspended from the arch by 48 lock-coil wire ropes. From February 1960 approach roads and viaducts were being built on both sides of the river; the total length of viaduct constructed was 1,574 feet (480 m). The approaches on the Runcorn side blocked the Bridgewater Canal at Waterloo Bridge and the line of locks leading down to the Mersey were filled in. The bridge was officially opened on 21 July 1961 by Princess Alexandra.

Widnes - Runcorn Transporter Bridge

In 1899 the Widnes & Runcorn Bridge Company was established under the chairmanship of Sir John Brunner to investigate the options. Their decision was to build a transporter bridge. This would be cheaper than an orthodox type of bridge and the passage of the transporter car could be timed to allow the passage of the ships.

An Act of Parliament was obtained in 1900 giving approval for the bridge, and the Act also allowed for the formal ending of the ferry. It was designed by John Webster and John Wood. Construction began in December 1901 and was completed in 1905. The cost was £130,000 (£12.2 million in 2015). The transporter bridge was opened (in the absence of King Edward VII who was indisposed) by Sir John Brunner on 29 May 1905.



The Mersey Gateway - Halton's Fourth Bridge over The Mersey

The idea of having a second road crossing over the Mersey in Halton has been an aspiration of Halton Borough Council and its neighbouring local authorities for some time now. Albeit that the Mersey Gateway scheme was agreed in 2006, the roots of today's project can be traced back as far as 1994 when the Mersey Gateway Group was formed.

The modern bridge under construction today is the fourth successive civil engineering project to bridge the Runcorn Gap. Its early and original forebear the Britannia Bridge had its first foundation stone laid 150 years ago; some 25 years before the iconic Forth Rail Bridge in Scotland was opened.

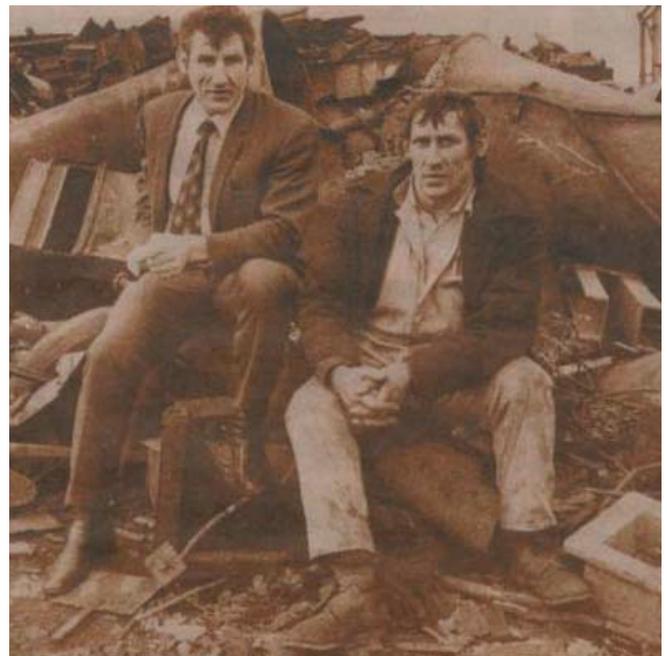


Karalius Brothers (Waste) Limited

In line of site of where the crawler cranes are now erecting the coffer dams which will enable the construction of the piers on which the new bridge will stand, way back in the March of 1992 Karalius Brothers (Waste) Limited first opened their gates to trade.

Formerly known as Tanhouse Industrial Estate, the area which is now known as the Widnes Waterfront Business Park plays host to a wide range of businesses, of all of which; Karalius Brothers (Waste) Limited is the longest established by far.

Though the business was formed in 1991 it's historical roots go back to just after the Silver Jubilee Bridge was officially opened.



The name Karalius has been a part of the fabric of the town of Widnes for decades. Not only in the recycling industry but also in the Town's sporting heritage too. For those of you who follow the sport of Rugby League the name Karalius needs no introduction.

Karalius Brothers (Waste) Limited - Today

As the town of Widnes has grown so has the business of Karalius Brothers (Waste) Limited too. The picture above right harks back to a time before the recycling industry became what it is today. To put this in perspective, the Transporter Bridge which was opened in 1905 cost around £130'000.00 to construct (see previous page), by comparison; this sum would only cover just over half of the purchase price of a modern scrap handling machine today.

Recycling on an Industrial Scale

Pictured adjacent is the newest addition to the fleet of modern plant and vehicles operated by Karalius Brothers (Waste) Limited.

Powered by the latest generation of engines, the level of investment this represents helps to ensure that the carbon footprint of our recycling activities is as small as modern technology will allow.

Protecting the environment and conserving natural resources for future generations is a responsibility which we take seriously at Karalius Brothers (Waste) Limited.



Whether its industrial or civil engineering generated scrap metal such as reinforcing bar / mesh or sheet piling, we can accept and process any amount into furnace ready scrap metal. This helps to shorten the supply chain in returning surplus scrap materials back to the steel mills to be made into new product.



Licensed and Regulated by the Environment Agency



**Notice of variation and consolidation
with introductory note**

The Environmental Permitting (England & Wales) Regulations 2010

Karalius Brothers Waste Limited
Karalius Brothers (Waste) Limited
Dennis Road
Widnes
Cheshire
WA8 0YQ

Variation application number
EPR/DP/3296CF/M003

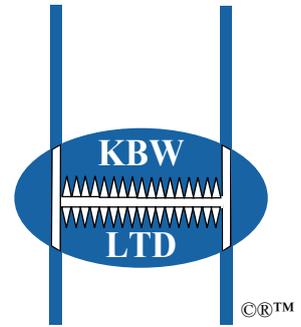
Permit number
EPR/DP/3296CF

Variation and consolidation application number EPR/DP/3296CF/M003Page 1Issued: 28/01/2014

As well as being licensed to receive and process ferrous and non-ferrous scrap metal, We are a fully licensed End of Life Vehicle and Waste Electrical and Electronic Equipment recycling centre.

If its metal or made up of metal in any form we can recycle it and ensure you comply fully with the Waste Duty of Care regulations.

Environmental Policy Statement



Karalius Brothers (Waste) Limited believe that businesses are responsible for achieving good environmental practice and operating in a sustainable manner.

We are therefore committed to reducing our environmental impact and continually improving our environmental performance as an integral and fundamental part of our business strategy and operating methods.

It is our priority to encourage our customers, suppliers and all business associates to do the same. Not only is this sound commercial sense for all; it is also a matter of delivering on our duty of care towards future generations.

Our policy is to

Wholly support and comply with or exceed the requirements of current environmental legislation and codes of practice.

Minimise our waste and then reuse or recycle as much of it as possible.

Minimise energy and water usage in our buildings, vehicles and processes in order to conserve supplies, and minimise our consumption of natural resources, especially where they are nonrenewable.

Operate and maintain company vehicles (where appropriate) with due regard to environmental issues as far as reasonably practical.

Apply the principles of continuous improvement in respect of air, water, noise and light pollution from our premises and reduce any impacts from our operations on the environment and local community.

As far as possible purchase products and services that do the least damage to the environment.

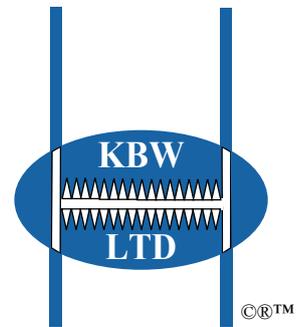
Assess the environmental impact of any new processes we intend to introduce in advance.

For any issues related to Environmental Policy linked to this business please contact:-

Peter Hill
Manager
Karalius Brothers (Waste) Limited

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