

# *CLOGS & GANSEY*

*Newsletter of the Leeds & Liverpool Canal Society*

*No. 35 Spring 2015*

Registered Charity No. 1156266



Farnhill Bridge, seen from above, in the 1960s. It was a swing bridge, with new ones being virtually prohibited following the passing of the 1790 Act which required the existing ones to be replaced as necessary. The canal accounts show that £519-3-7 was paid for Farnhill bridge in 1840. To fit the new bridge into the site, the road access is parallel to the canal and then turns sharply over the bridge. This approach can be found on many older canal bridges where they had to fit into the existing landscape. There was a wharf just beyond the bridge, which probably served the lead mines, see below, whose remains can still be found above Cononley. Waterways Archive (top photo)



# *Society News*

## **AGM**

The AGM was held on 7th March 2015. The location was Rolls Royce Social Club, on Skipton Road, Barnoldswick.

## **Book and Other Sales**

We now have a variety of books and postcards for sale. These include:

***A Short History of the L&LC***: £3-00

***Twixt Liverpool and Leeds*** (the canal's 1930s advertising book, reduced to A5): £3-00

***Canal Transport Limited***, by Geoff Wheat: £3-00

***Mary Lawson, her story*** (an illustrated children's book): £3-00

***Memories of a Wartime Boatwoman***: £5-00

***Waterways Journal***, where there is an L&LC article: £5-00 or £6-00

***Brightwork***: £5-00

Postcards at 35p: L&LC map with dates of opening; Brightwork; ***Kennet*** carrying; boatmen's clothing; with two more in the pipeline: of ***Kennet*** as now, and of ***Water Witch***, the L&LC inspection boat.

All are available on board ***Kennet***, though I have not worked out postal charges yet.

## ***Sty Lane, Bingley***

The Planning Application for housing here, and the installation of a new, much larger, swing bridge, has been called in for re-evaluation by December 19th. Our member, Colin Thunhurst, <colinthunhurst@compuserve.com> is acting on our behalf in putting forward canal-related issues.

## ***Clogs & Gansey***

Sorry that this edition is a bit late, but I am currently rewriting my history of the canal for the 200th anniversary, and that is taking much of my time at the moment.

## ***Other News***

### ***Brightwork Project***

CRT have just appointed Andy Wild to look after their Brightwork arts and community project in East Lancashire, and he can be contacted at: Brightwork Project Officer (Pennine Lancashire), Canal & River Trust, Canal Cottage, Lowerhouse Lane, Rosegrove, Burnley, BB12 6HU. Email: andy.wild@canalrivertrust.org.uk. No further details at the moment as he has only been in post a few weeks.

### ***NW Waterways Partnership AGM***

This was held in Blackburn on 13<sup>th</sup> November, and also launched their 10 year Strategic Plan. I personally felt it was rather lack-lustre, particularly as the head of CRT, Mr Parry, was unable to attend at the last minute. Community involvement was given as a major role for the Partnership, though they have not yet talked to the Society about our success in promotion of the canal. However, things are looking up, and we have now arranged twice yearly meetings with the local office of CRT.

## ***Kennet Events, 2015***

We have already attended the Saltaire Heritage Day, with Kennet being open on the 18/19 April, when we had around 600 visitors, a little down on previous attendances at this event. However, it was a good trial for the new displays and sales section which have been developed over the winter. We do try to add new features every year to encourage return visits.

In the list below, the events where ***Kennet*** is open to the public are highlighted in bold type. We also anticipate opening for schools at Bingley. The dates in italics show when ***Kennet*** is moving. If you can help, please contact: friendsokennet@gmail.com or any of the committee members listed in *Clogs & Gansey*. The names in brackets below are those in charge for that particular event. As you can see, we have quite a busy summer, so would be grateful for any help, even just an hour or so at events would enable someone to have a lunch break.

### **2/3/4 May Skipton Waterway Festival** (Frieda and Lynton Childs)

*10, 16 or 17 May Skipton-Saltaire*

### **23, 24, 25 May Saltaire Arts Trail**

*26 May Saltaire-Bingley*

### **14 June Bingley Family Day**

*21 June move to Micklethwaite for **Community Day*** (Colin Thunhurst)

*22 June Micklethwaite-Rodley*

*23 June Rodley-Leeds Granary Wharf*

### **27, 28 June Leeds Waterfront Festival**

*2 July Leeds-Apperley Bridge*

### **4 July Heritage Open Day at Apperley Bridge, with CRT** (Mike Clarke)

*5 July Apperley Bridge-Bingley*

*11, 12 July Bingley-as far west as possible*

*week commencing 13 July to Blackburn*

### **18, 19 July Blackburn Waterway Festival**

*19 July Blackburn-West End, Oswaldtwistle*

*21 July West End-Reedley Marina*

*28 August Reedley-Marina-Burnley*

### **29, 30, 31 August Burnley Canal Festival**

*week commencing 1 Sept Burnley-Blackburn*

### **12, 13 September Blackburn Heritage Weekend**

*week commencing 14 September Blackburn-Greenberfield*

*1 October Greenberfield-Skipton*

### **2, 3, 4 October Skipton Puppet Festival**

*5 October Skipton-Greenberfield*

## ***Campaign Launched in Leigh to Highlight Potential of Local Canals***

A campaign has been launched in Leigh in Greater Manchester, where the Leeds & Liverpool and Bridgewater canals meet, aimed at using the canal system as a catalyst for regeneration.

The campaign was launched by local MP Andy Burnham supported by Wigan Council, the Canal & River Trust and the Bridgewater Canal Company. The Council is focusing on Leigh as part of its wider Waterfront Improvements Plan.

As part of the project the Canal & River Trust will provide new signage to encourage visitors onto the towpath and to tell the story of the two canals. There will be an improved entrance to the towpath from King Street Bridge, with work being carried out by volunteers this year. New mooring rings will also encourage boaters to stop and visit the town.

There is a feature on subsidence on the Leigh Branch starting on page 8 of this edition.

## ***Cake Baker Required!***



The heritage boat *Saturn* had its 10<sup>th</sup> anniversary in April, and to celebrate at their AGM at Ellesmere Port, one member had baked a suitable cake, as shown above after the event. The cake had been brought out to offer me a piece. Do we have any good bakers amongst our members? It would be really good to have something on similar lines for the L&LC's 200<sup>th</sup> anniversary next year. Any volunteers?



**Jeanette**, as painted by Harry Leyland, on dock at Stretford.  
Harry Arnold



### ***Boat painting at Pardbold and Stretford***

*In October, 1971, Tony Lewery interviewed L&LC boat builder and painter, Harry Leyland. These are his notes, which were accompanied by drawings, and also refer to some well-known photos.*

Harry Leyland was apprenticed as a 'Bargebuilder' at Sheldons dock at Pardbold about 1917 and stayed there twenty years. They had a dry dock for two boats side by side and a slipway into the dock when full. They employed about eighteen men, and the yard closed round about 1940. The painter left one day and Harry Leyland was told to get on with the fancy paintwork. He had been interested for some while and had done some painting work on paper, but had no training except with a big brush. He got into his painting stride in the early thirties. He went to work for Thomas and William Wells in 1937 at their canalside yard (no slip or dock) at Dover Look. They were boat people made good in quite a small way of general carrying in the 1920s, until they got a good coal order in the early '30s and bought a lot of ex Wigan Coal & Iron Co boats. Most were 'long boats' - 72ft by 14ft 6in. T & W Wells bought Rathbones Bros dock at Stretford about 1940, and Harry Leyland went there as yard foreman at the end of the war. He handled all the fancy painting there until he retired as manager in 1969. He was manager for twelve years. No boats were ever built at Rathbones after he got there, but they did extensive repair work, and gradually learnt to repair steel boats.

Some companies regarded a very fancy painted boat as good insurance - by making the bargee proud of the boat and consequently careful of the paint, they were careful with the boat. The traditions were there, but the painter was given a fairly free hand to develop it and make it more decorative. Harry said: *you sometimes had a job to think of something new to paint on it ....* Water barrels and 'provender tubs' were both lavishly decorated at the firms expense, making use of the bargee's name or initials on a ribbon scroll on the sides, and landscapes painted on the ends of the barrel - general scenes - not specifically castles as on the narrow boats, and all lined round with yellow. Decorated dog kennels were standard.

The top of the rudder might be decorated with groups of any flowers sometimes complete with the vase. . . . *I had just finished a bunch of carnations one day when a bloke came and said 'they're nice roses' so I called them roses then. . .* All the different coloured panels would have an echoing line of white inside. It would take three full days to do a boat properly, with a transom

stern. Harry Leyland used special signwriters colours in tubes, you used to have to add a bit of linseed else they dried too quickly,

There was sometimes a section of the planking at the bows below the guard scraped clean and varnished - the lower edge was at the loaded waterline, ending in a semicircle. There was very often small section of the top strake scraped and varnished at the bows. If the wood was stained it might be grained instead.

Inside the cupboards of the cabin and the bed place were painted pale green.

The *Jeanette* photos give a slightly false impression of the T & W Wells' paintwork as she boat was specially painted for the Bridgewater Bi-Centenary. The firms' name did not usually appear on the cabin side.

When Leeds & Liverpool Co stopped carrying (because of militant 8.5 hour day workers tying up regardless at 5.30), several companies were formed or took over boats. Ben Walls, Hunts, Lancashire Canal Transport (later to become Canal Transport Ltd.) and others. Canal Transport continued to use the L&L colour scheme: black lettering shaded red and green: white name panel with a black border, turning to red panel for registration details.

Richard Williams had short boats working Blackburn way - were keen on fancy work - had family boats, a man and wife in the stern cabin, and a mate in the fore. The captain paid the mate and found his own horse. They carried coal to Tate & Lyles, Liverpool. They had a red name panel with white border.

Southerns had very plain boats - day boats - docked at Rathbones sometimes. Harry Leyland didn't know why they carried in narrow boats on a broad waterway. Rathbones also docked Cowburn & Cowpers boats on occasions - red cabin side with white letters - complete with roses and castles and striping the mop handles which does not appear on broad boats at all.

Harry Leyland felt that the decoration became less for several reasons - less long distance traffic so less family boating - the advent of motor boats and two man working, and less pride and one captaincy. There was no painted decoration on colliery 'box' boats. The design on the decks of short boats was just to relieve the tedium of large areas of one colour!

Harry Leyland's father was not anything to do with boats, although his brother was a boatbuilder, but left thirty years previously.

*Tony revisited Harry Leyland in October 1974*

He described barrels and provender tubs as if they were all painted in a basically similar way on all L&L boats. Barrels and stands red with the ends of both white, tubs blue with a white name panel, but it may just have been his memory - he hadn't painted one for thirty years.

He thought the *George* (ex NCB) was a Wigan Coal & Iron Co boat, built at their own yard near the top of Wigan locks. Their boats were not very fancy painted comparable to the *Martha-Alice* photo.

Lnuns dockyard at Lydiate were well known for their paintwork - some of Williams' boats were docked there. He suggested that the boatmen had quite a say in where the boat was to be docked, the better the paint the more favoured the dock. All the paintwork was payed for by the owner from top to bottom; the captain was not expected to pay for anything. Owners regarded it as an investment the boatmen protecting the paint was protecting the boat. All the fancy work

would take about three days, the amount of work shown on the *Joan* could be done in two days, as there weren't any landscapes or many flowers.

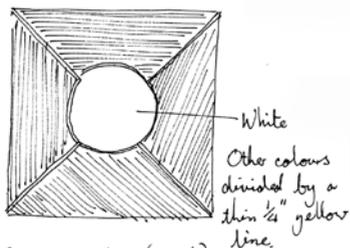
Cabins were grained and the moulding picked out, perhaps with pale green, but no landscapes or scrolls were used inside. He was emphatic that the pictures had nothing



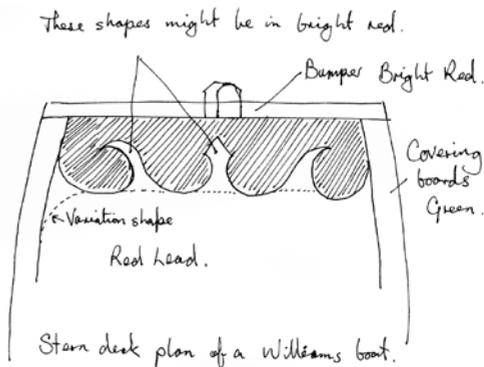
to do with narrow-boat-type castles, any sort of picture that the painter cared to do would fit, The favourite device on barrel, tub, and dog kennel was the bargee's name or initials.

He did not think many narrow boatmen worked, on the L&L. Narrow boats were extremely rare, all traffic was in barges, the majority in long boats. Most of Williams' very fancy boats were long boats. He also thought that this decoration was a Lancashire thing, and that Yorkshire boats were rather plainer.

Bert Stretton, a boatbuilder, did the painting at Mayor's yard at Wigan, followed by Peter Moss when Bert left. Transom boats carried two long tillers and one short one for lock working- it could be left in when the rudder was tied round. That is what he thought the rope from the top of the rudder to the rudder blade was for, even if it developed as a decoration as well. The ventilator box in the middle of the stern deck was fitted with sheet metal louvres at the sides, and with glass in the pitched roof sides. Not much room left for decoration therefore; besides you'd be getting pretty fed up with it by the time you got round to that sort of detail! When asked about Hargreaves' black diamond symbol he said that a firm called Crook & Thomson used a simple black diamond on the top plank at the fore end. The registration number always appeared in the middle of the stern boarding on either side - on a very fancy boat it would be arranged around a landscape on each site painted on an oval panel. (refer to diagram and photos)



Cabin scuttle (hatch)  
The white circle might have a scroll or more decoration of some sort. He suggested that there were lots of ways that the hatches were decorated.



Stern deck plan of a Williams boat.  
(Williams boat's colour scheme was Red, White, Blue).



This photo, taken in 1888, shows one of the earliest breaches around Poolstock. The first lock was built to overcome these problems

Photo: Vint Hill Killick collection, Bradford Record Office.



Further breaches occurred, as here in 1900. The flashes at Poolstock date from this time, and boats were washed into the newly formed flashes.

Photo: Vint Hill Killick collection, Bradford Record Office.

An undated photo from the Draper Collection, now in the Waterways Archive at Ellesmere Port. Note the new puddle trench and piling being used to strengthen the canal banks.





**FREDS & LIVERPOOL CANAL COMPANY.**

Inspector's Office, WIGAN.

3rd November, 1913.

**POOLSTOCK LOCK No. 2.**

APPROXIMATE ESTIMATE.

Shallow Piling Offside	90 yards	@ 5/-	£	4	0
Sheet do. T.P. Side	54 ..	13/6	22	10	0
Dredging Rye Pass	300 tons	1/6	22	10	0
Wreck Steam Crane			10	0	0
Sheeting Dam	75 yards	1/5/-	84	0	0
Extra timbering to Sheetting Dam			20	0	0
Excavation (1950 tons)	1370 <del>xxx</del> c.yds.	3/6	163	0	0
Concrete (3100 tons)	1378 c.yds.	30/-	1378	0	0
Hollow Quoins	300 c.ft.	5/-	150	0	0
Square do. & Forebay	330 c.ft.	4/-	66	0	0
Tail End Threshold Rails			30	0	0
Lock Gates			200	0	0
Fill up Offside Lock Hill	980 c.yds.	2/6	1000	0	0
Fill up T.P. side do. do.	300 ..	2/6	25	0	0
Rye "pair of 18" pipes			50	0	0
Sandries			50	0	0
Depreciation of Plant 30% on £500.			150	0	0
			2293	0	0

Contingencies

A map showing the development of flashes at Poolstock around 1925, and the costings for building the second lock at Poolstock in 1913.



Bartons Bridge was replaced in 1955 because of subsidence, though it did not last long as further subsidence took place. Waterways Archive

This 1967 photo shows just how far the ground has subsided, the embankment having to be raised continually to deal with the effects. At one time, the canal had hopper barges for carrying pit spoil to raise the bed of the canal to prevent excessive water pressure on the banks. Waterways Archive



# *Some Leeds & Liverpool Canal Facts*

## *Mileage*

The canal was measured at 127¼ miles in 1894, when the cast iron mileposts, half, and quarter mileposts were installed. Prior to that, milestones were used (a couple may survive), with the canal measured from Liverpool to the top of Wigan Locks, and from Leeds to the top of Johnsons Hillock Locks. The canal between Johnsons Hillock and Wigan Locks, 10¾ miles, was built by the Lancaster Canal, and was only taken over by the L&LC in 1863. This could give a length as constructed for the L&LC of 116½ miles, with the authorised section from Johnsons Hillock to Wigan Locks via Horwich never built, the Lancaster Canal used instead. The total length has been shortened by about ½ mile with the infilling of the Liverpool terminus section circa 1964 and following demolition of Tate & Lyle's sugar works around 1980.

The branch canals, from Wigan to Leigh, and from Burscough to Tarleton, are 7¼ miles and 7 miles respectively, with the Stanley Dock branch being around ¼ mile long. The Springs branch in Skipton was built under a separate Act, originally as far as the church, and then extended to its current terminus in 1794.

## *Size of Boat*

The canal from Wigan to Leeds was built for boats 62 feet long overall, with the section from Liverpool to Wigan built with locks suitable for 72 feet long boats. The depth of water would allow boats drawing 4 feet to use the canal with safety. The early boats were considered suitable for carrying 35 tons, with the shape of the bow and stern being made bluffer over the years, with just over 50 tons being the maximum for a short boat by the 1950s. The long boats carried about 20 tons more.

## *Locks*

One L&LC short lock was considered to use 80,000 gallons of water, with an average change in water level of around 9 feet.

Today, there are 91 locks on the main line of the canal: 13 short locks Leeds to Rodley; 16 short locks Rodley to Bingley; 15 short locks from Bingley to the summit at Greenberfield (487½ feet [150 metres] above sea level) **This makes 44 locks from Leeds to the summit**; 13 short locks from the summit at Barrowford to Johnsons Hillock; 7 short locks at Johnsons Hillock (built by the Lancaster Canal); 21 short locks at Wigan to the Leigh branch junction; 6 long locks today from Wigan to Liverpool. **This makes 47 locks from Liverpool to the summit.**

However, the original deep lock at Appley Bridge could be avoided for many years by using two new locks which reduced water usage. Pagefield and Ell Meadow locks were also added circa 1900 to replace Crook lock because of mining subsidence.

Not included are the 4 locks down to the docks at Liverpool.

Totals, as built, 90 locks from Leeds to Liverpool, with a maximum of 92 locks from around 1900 to 1960s. Today there are 91 locks.

## **Branch canals**

Seven short locks from Burscough to Tarleton. The tidal lock was originally at Sollom, and this was moved to Tarleton in 1805 as part of the Croston drainage scheme.



It is always good to find 'new' photos of **Kennet**. This one comes from the Waterways Archive collection at Ellesmere Port, and shows her at Wigan, below the 21<sup>st</sup> lock. The date is August 1964, so she has recently come off carrying duty and onto maintenance. This would have been before she became the concrete boat, carrying the mixer used whilst raising the banks on the Leigh Branch, as explained elsewhere in this issue. The boats on the far right will be coal boats working to Wigan Power Station.

Two long locks from Wigan to Leigh. There were originally three short locks, two at Dover and one at Plank Lane, but these were replaced by long locks less than a year after the canal opened in 1821. Around 1900, the two locks at Poolstock replaced the three existing locks in order to overcome subsidence due to mining.

### ***Journey times***

It is difficult to give an exact time for journeys on the canal as some boats worked non-stop, and others tied up for a few hours rest at night. Journey times can best be calculated by working on a maximum speed of 3mph, with 4 locks per hour. This gives 64 hours, or just over three days, for the journey from Leeds to Liverpool. Much traffic was from Liverpool to East Lancashire which would take about 30 hours, a similar time to railways, given that railway wagons had to be marshalled into trains, which was quite time-consuming.

### ***Miscellaneous***

In 1890, 172,801 tons of manure and nightsoil were carried an average distance of 8.78 miles on the canal.

In 1865, 1,879,721 tons of coal were carried on the canal.

In 1770, one mile of canal was estimated to cost £5048 exclusive of locks. (£275,000 today)

The total cost of the canal was around £1,250,000 in 1820. (£50 million today)

On April 12, 1918, a German air raid (by a Zeppelin) damaged the canal at Springs Bridge, Wigan. Wooden lock gates used to last 40-50 years.

An average lock requires 80,000 gallons of water every time it is used.

The canal's reservoirs hold 14,600 locks full of water.

The summit level is 487½ feet above sea level.

Halfpenny Day - every year (early 20<sup>th</sup> century) anyone using the towpath was charged a halfpenny to prevent it from becoming a public right of way.

When the canal was built it was thought that ten times more limestone would be carried than coal. It was actually exactly the reverse. Limestone was used for fertiliser, mortar for buildings, for painting and by industry.

A hundred years ago there were over one thousand boats working on the canal, and between Wigan and Liverpool a loaded boat would pass about every five minutes.

In 1903, the canal company employed 1,234 people including 464 boatmen, 43 lock keepers and 243 bankrangers. Many more boatmen were employed by other businesses owning boats on the canal.

The canal company owned stables for 371 horses. They were not just for boat horses as the company also operated delivery services from many of their warehouses. There were many other stables along the canal at pubs and private wharfs.



I came across this photo in the Waterways Archive, and it is supposed to be on the L&LC. I am not sure, as there is no towpath, and the bridge arch looks to be made from brick, rather than stone. The Venture Hotel, with billiards, is on the right. Even if it is not the L&LC, it does give a good impression of how bridges were replaced around 1900, with a temporary bridge behind which not be suitable today with regard to safety. Any ideas where it could be?

## L&LCS Summary of Accounts for year ended 31/10/14

Income		Expenditure	
Balance brought forward	£ 13,198.32	Kennet Operational costs	£ 4,893.32
Subscriptions	£ 1,650.00	Promotional costs (Soc.)	£ 635.77
Donations	£ 1,487.55	Kennet Restoration (HLF)	£ 700.79
F of K Donations	£ 613.00	Learning Programme (HLF)	£ 2,440.75
Merchandise	£ 380.50	Administration	£ 627.93
Gift Aid	£ -	Merchandise	£ 303.00
Miscellaneous	£ 23.36	Miscellaneous	£ 54.00
		Total expenditure during year	£ 9,655.56
Total Income during year	£ 4,154.41	Deficit for the year	-£ 5,501.15
		Expenditure less deficit	£ 4,154.41
		Balance to carry forward	£ 7,697.17
		Comprising:	
		Co-operative L&LCS/F of K	£ 7,681.17
		Cash float for next event	£ 16.00
Income + balance brought forward	£ 17,352.73	Expenditure + balance to carry forward	£ 17,352.73

### Treasurer's Report

The accounts for the year ending 31st October 2014 have been finalised and audited and the summary sheet is available.

The **Kennet** Project and the Heritage Lottery Funding have had a considerable effect on the Society's finances in the last financial year (2013/14) and will complicate the current year (2014/15) as well, albeit to a lesser extent. The summary shows a large deficit for the year, partly because this was a 'spending' period for HLF budgets without any grant receipts.

Unlike 2012/13, it has also been an expensive year for **Kennet**: a hull survey with some associated remedial work, two spells in dry dock, hull blacking and repaint. It was also a year without the benefit of large injections of 'earned' external funding the likes of *Campaign for Wool* and *Peaky Blinders*.

Once again our volunteers enabled us to collect worthwhile amounts in donations at the various events where either **Kennet** or the society's 'market' stall was present, though it should be remembered that collecting donations is not our primary reason for attending.

We are now registered with 'Everyclick.com', which enables members and supporters to earn commission for the Society every time we do an internet search or shop online. As yet the returns from this have been small but as more people use it our proceeds should grow.

### 2014/15 and onward

There has been some final spending on the '**Kennet** Project' and the receipt of the final HLF grant that will more than cover that spending.

Although we hope to have a light-spending year on **Kennet**, its operational costs are continuous and substantial so we still really need one or more generous, ongoing sponsors to 'come onboard'.



### ***H F Killick***

One of the canal's main officers at the start of the 20<sup>th</sup> century was H F Killick, the company's Law Clerk, based at his legal offices in Bradford. There is a large collection of his canal-related material in Bradford Record Office. (Held off-site, so you need to give notice if you want to see it) However, this photo does not come from that, but from the archive of Rachel Kay-Shuttleworth held at Gawthorpe Hall, near Burnley. Her father was Chairman of the Royal

Commission on Canals and Inland Waterways, and she accompanied him on a tour of waterways in France, German, Belgium and Holland, from which she compiled an album of her photos, and articles and other material collected en route. From the menus, they were certainly well fed! To return to Killick, his inclusion on the Commission shows that the L&LC was still an important provider of canal transport at this time. Rachel took many photos, some showing waterway facilities, but also of the party. Above, Mr Killick is on the right, with Mr Dunwoody, Secretary to the Commission, on the left, with one of the three 'Sirs' in the centre. Unfortunately, Rachel's writing is quite small, and is in black on very dark paper, making it difficult to decipher the name.

Killick seemed to be very interested in canal's generally, and the L&LC specifically, as he wrote a paper on the early history of the canal for the *Bradford Antiquary* in 1897. His papers in Bradford Achive have a wealth of information about the canal, and have revealed much new detail, particularly about how the carrying side of the company operated.



### ***Make your web browser Everyclick!***

Now we have Charitable status, we have registered with Everyclick.com, where, if you register your cause as the **Leeds & Liverpool Canal Society**, we earn 1p for each search, as well as commission on online shopping transactions. It doesn't sound much until you think how many searches we might do between us, and it is free money!

For new users: Go to [www.everyclick.com](http://www.everyclick.com) where you can set up a fundraising account for **Leeds and Liverpool Canal Society** (don't use &). And finally...beware of other search engines 'taking over' your default search facility – make sure you always search via Everyclick.

I have raised over £10.00 without any additional work necessary. If enough of you use Everyclick donating to the L&LCS, we should be better off by a few hundred pounds every year.

## **200<sup>th</sup> Anniversary of Canal's Completion in 2016**

We are still looking for ways of celebrating the 200<sup>th</sup> anniversary of the completion of the canal from Leeds to Liverpool. As you can see from the inscription on Britannia Bridge below lock 84 (historically Lock 20 at Wigan), the locks there opened at the end of October, when a flotilla of boats traversed the whole canal. Pottery Road Bridge has a similar inscription, but more difficult to see behind the iron girders used to widen the bridge.

### **Book and Other Sales**

A book, with the memories of Nancy Ridgway, the only female volunteer captain of a boat on the canal towards the end of the 2<sup>nd</sup> World War is now available. There is an introduction looking at the story behind the boatwomen training scheme on the L&LC, with a good number of photos. The book was published for the National Waterways Museum, who obtained the transcript of Nancy's story, and costs £4.99. Copies are available on **Kennet**, and we have had more printed recently, so plenty are available. We also have copies of our brief history of the canal, and Geoff Wheat's book on **Canal Transport Ltd**, both at £3.00. We are also in the process of having a series of postcards printed. Currently we have ones showing the canal's opening dates on a map, one showing Brightwork, an old photo of **Kennet**, and one with Harry Belshaw and myself wearing our traditional gansies. One of **Kennet** in its current form, and one of the L&LC inspection launch **Water Witch** are also being arranged.

For those who help regularly at events on **Kennet**, free copies of a book with a selection of archive material about the canal and its operation are available, together with the Nancy Ridgway book and the short canal history book mentioned above.

### **L&LCS COMMITTEE MEMBERS**

**President** (& Newsletter editor): Mike Clarke,  
8 Green Bank, Barnoldswick, BB18 6HX, 01282  
850430.

**Chairman**: Freda Childs, 16 Lingmoor Drive,  
Burnley, BB12 8UY, 01282 427950

**Secretary**: Mrs Margaret Hammond, Warren  
House, 27 Skipton Road, Gargrave, BD23 3SA,  
01756 749301

**Treasurer**: Ken Watson, 4 Birtwistle Court,  
Kelbrook Road, Barnoldswick, BB18 5TB,  
01282 219985

**Membership Secretary**: David Morley, 10  
Roworth Close, Walton-le-Dale, Preston, PR5  
4LZ, 01772 462555.

Ken Barnes, 23 Buttermere Drive,  
Oswaldtwistle, BB5 4RE, 01254 395773

Mike Hustler, 10 Meadow Way, Barnoldswick,  
BB18 6HP, 01282 816476 or 07929 915487

Lynton Childs, 16 Lingmoor Drive, Burnley,  
BB12 8UY, 01282 427950

Cris Shave, Ivy House, Main Street, Bradley,  
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