

CLOGS & GANSEY

Newsletter of the Leeds & Liverpool Canal Society

No. 36 Winter 2015

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It's Actually Two Anniversaries!



We should all know by now that next year is the 200th Anniversary of the canal opening from Liverpool to Leeds, and details of some of the events taking place are listed elsewhere in this edition. However, in working on the new edition of my book on the canal's history, see page 12 for more details, I suddenly realised that it is the 250th Anniversary of the idea for the canal.

The map here was drawn by John Longbothorn at the request of John Stanhope, and is dated 1766. Canals were very much in vogue then, particularly amongst the rising merchant class who saw them as a useful addition to their businesses. Although they hoped the canal would make money, they were more concerned for the support good transport links would give to their trade.

Initially the Leeds & Liverpool Canal was called The Grand Canal, and its scale was certainly grander than anything that had gone before. This map was the first section to be fully surveyed for 'boats of 60 tons burthen',

for the remaining sections across to Scarborough and Hull Longbothorn had only done an 'Eye Survey'. The full survey was never completed, the canal becoming the Leeds & Liverpool instead. My new book will hopefully explain all!

News

Sty Lane, Bingley

For over twenty years developers have had their eyes on the 40 acre site which is located a few hundred yards upstream from the Bingley Five Rise Locks bounded by the Leeds and Liverpool Canal and situated adjacent to the Micklethwaite Swing Bridge. The current proposal for 440 houses was initially rejected by the Shipley Planning Panel of the Bradford Council primarily as a consequence of the limited access provided, specifically because of the restricted nature of the swing bridge. A new proposal was subsequently submitted replacing the single lane bridge with a double lane bridge. This revised proposal involved part destruction of the stone storage bunkers situated on the towpath side of the canal.

The Leeds & Liverpool Canal Society joined other objectors to the proposal arguing that the proposed alterations to the bunkers combined with the general environmental damage caused by the housing scheme contradicted the developers claim that the scheme would not “harm the evidential, historical, aesthetic or communal value of the Conservation Area”. The developers’ revised proposal was approved by Bradford Council’s Planning Panel but was subsequently “called in” by the then Secretary of State. This has prompted a second Public Inquiry which was held in the second week of October. The results of the Inquiry are not currently expected until the first quarter of next year.

Clogs & Gansey

Sorry that this edition is a very late, but I am currently sorting out illustrations and the layout for my history of the canal for the 200th anniversary, and that is taking almost all of my time at the moment.

Promoting the 200th Anniversary

CRT’s team involved in publicising events have sent: Great news, have just heard from Visit England that they are promoting the Leeds & Liverpool Bicentenary as one of their ‘key 2016 stories’. They are tying this in with the news of Super Slow Way and have received interest in the story from the Guardian (who have asked for images of SSW).

The relationship with Visit England is working really well and we will obviously continue to keep them in the loop with any similar stories that could be of interest to them going forward.

Mileposts

Missing mileposts will begin to be replaced along the canal’s towpath as a result of a CRT scheme associated with the 200th Anniversary, creating a lasting legacy. The would probably be interested to hear of any local group who would like to get involved in the project, especially for raising funding.

One missing milepost did come to light recently, when this one was offered for sale in a aution of mainly railway items. Without the background story it would have been difficult to contest the sale, but fortunately I had a photo of the post in situ. It had been removed when the link road between to M65 and Accrington was



opened, the milepost having been exactly where the bridge over the canal was built. I suspect it should have been replaced by the contractors, but 'went missing' instead. Fortunately, having the full details, the auctioneers withdrew the lot and CRT were able to negotiate for its return.

Kennet

2015 Season

The 2015 season has been ***Kennet***'s most successful one to date with more varied openings where we acted as a venue for others. This being the Saltaire Arts Festival and The Skipton Puppet Festival. Here are a few facts which illustrate the success of the season, bearing in mind that it is only our 4th year since the restoration of ***Kennet***:

Kennet was open to the public on 19 days at 10 events; ***Kennet*** was visited separately by 9 schools & organisations giving 471 visitors a bespoke visit. The total number of visitors was 8997. All this is the result of 3408 man hours by our volunteers along with traveling 9194 miles by car, not including the public transport. Very many thanks to all those who gave up their time to make this year such a huge success and we look forwards to 2016.

If you want to join this success story and join in the 2016 programme the please contact: friendsforkennet@gmail.com or ring 01535 630597.

Events, 2016

These are the events of which we currently have notification:

February 4th - 6th, Pendle Beer Festival, The Muni, Colne, Transporting you through 200 years of the Leeds & Liverpool Canal - see pendlebeerfestival.co.uk

April 7th, Canal Heritage event at Hoghton Towers, organised by Lancaster University.

April 9th, Lock Naming, around 12-30 at 3rd lock at Bank Newton, organised by CRT.

April 16th - 17th, Saltaire World Heritage Weekend, Saltaire, ***Kennet*** attending and open to Public

April 19th, Bingley Beavers, Bingley, Evening visit to ***Kennet*** of a Bingley Beaver Colony

April 30th - May 2nd, Skipton Canal Festival, Skipton, ***Kennet*** attending and open to Public

June 9th, L&LC history talk in Liverpool

June 10th - 11th, Inland Waterway Association Boating Festival, Eldonian Basin, Liverpool, ***Kennet*** attending and open to Public

June 18th - 19th, Burscough Heritage Weekend, Burscough, ***Kennet*** attending and open to Public

June 25th - 26th?, Leeds Waterfront Festival, L&LC Society's stand to be there?

July 4th, Talk at Addingham Active Retired Group, Addingham, Talk & Slide Show about the L&L Canal and ***Kennet***

July 10th, Lancashire Wildlife Trust Day, Wigan, ***Kennet*** open to the Public in conjunction with Wildlife Trust

July 23th - 24th, Blackburn Canal Festival, Blackburn, ***Kennet*** attending and open to Public

August 27th - 29th, Burnley Canal Festival, Burnley, ***Kennet*** attending and open to Public

18th Sept, Open Day, Bingley, Bingley Community/CRT - ***Kennet*** Attending

1st Oct - awaiting confirmation, Open Day, Apperley Bridge, CRT organising - ***Kennet*** attending and open to Public

October 8th - 23rd, 200 Miles Walk - Coast to Coast via the waterways, Hull to Liverpool, A

Trustee of the Society is walking 200 mile with the Leeds to Liverpool section co-insiding with **Kennet** at key places.

October 15th–23th, **Kennet** recreates inaugural voyage along the full length of the canal, Leeds to Liverpool, Communities & organisations being asked to create the atmosphere of the 1816 Inaugural passage

October 21st, midday L&LC history talk at Wigan Museum.

Check out <https://canalrivertrust.org.uk/about-us/our-regions/north-west-waterways/leeds-and-liverpool-bicentenary> for a video about the 200th anniversary, and www.facebook.com/LLcanal200 and **Twitter #LL200** for more information.

Recreation of the First Trip

Having researched the press cutting of the period we have a good idea as to the atmosphere created along the length of the canal and at the official stops along the way. The original passage took 5 days with overnight stops!

This is the provisional timetable:

Saturday 15th Oct, 11:00am, Leeds Basin

Sunday 16th Oct, 10:30am, Saltaire, 1:30pm, Bingley

Monday 17th Oct, 10:30am, Skipton

Tuesday 18th Oct., 6:30pm, Burnley

Wednesday 19th Oct, 2:30pm, Blackburn

Thursday 20th Oct, 7.00am Blackburn; 4.00pm, Bottom of Johnsons Hillock Locks

Friday 21st Oct., 9.00am, Haigh; 4.00pm, Wigan

Saturday 22nd Oct, 7.00am, Wigan; 2:00pm, Burscough,

Sunday 23rd Oct, 2.00pm, Eldonian Basin, Liverpool,

The entrance to Liverpool was announced with rippling of bells at different churches. Gentlemen were wearing white & red ribbon for the embolic union of Yorkshire & Lancashire. Proprietors & Friends proceeded to the Kings Arms Hotel for an excellent dinner. There were many toasts and the band which had accompanied the procession was present - many of the band were from the First West York Militaria.

Join In with the 2016 Celebrations

In order to fully create the atmosphere of the day we are looking for communities and organisations all along the Canal (not just those mentioned above) to become involved by celebrating the event in keeping with the 1st passage and raising the profile of the canal corridor by simulating the original atmosphere.

We are also calling on Heritage Boats, Boat Clubs & Boaters to create an increasing flotilla of decorated boats following **Kennet** along the way to Liverpool. We will however be asking all boats to give priority to **Kennet** and any other Heritage Leeds & Liverpool Boats.

If you are interested in joining us in this event whether land or water based and want to know more about the passage or **Kennet's** summer timetable please email: friendsofkennet@gmail.com

London: The Inland Waterways Awards 2015

Last year, towards the end of our third year of our Heritage Lottery funded **Kennet** project, it was suggested that the Society should submit the project to be considered for a *Living Waterways Award*. Early this year several members prepared and submitted an application.

On 29th May, when **Kennet** was moored at the top of the Bingley 5 Rise locks, she was visited by the members of the Inland Waterways Evaluation Team. Their role was to draw up the short list of projects to be considered for a *Living Waterways Award 2015*.

The Assessors had free access to **Kennet's** interactive museum, set out as it was when it had been recently visited by pupils and staff of Crossflatts Primary School. Resources included entry to the traditional boatmen's cabin, Dicky Billy (a 'talking' model of a boatman) a map of the Leeds & Liverpool Canal, Build a Canal activities, a video of a horse-drawn boat going through a lock, Canal paintings, a range of dressing up clothes for children to wear and a book written both in English and local dialect, based on audio interviews with former Burscough boatman, George Lawson. The full range of leaflets and booklets was also available to assessors and, a portfolio of visitors' evaluations of their **Kennet** experience had been assembled, including comments from schools and Cub Scouts

When we learned that we had been short-listed for the *Education and Learning Award* we were over the moon! We were invited to attend the *Living Waterways Awards* ceremony in London on 9th October, at the Church House Conference Centre in Westminster!

There were three couples attended including Freda Childs, Chair of the Leeds & Liverpool Canal Society, Harold Bond, Kennet Project Leader, and Gaye Gerrard, Leader of Education and Learning





There we were, absolutely thrilled to be in Westminster at the Dinner and the Awards Ceremony, enjoying the company of so many people, more than 150, all with a shared passion for the waterways.

A film, incorporating elements of the work done by each project, had been replaying on a screen above the stage for all to see during dinner. It was fascinating and awe-inspiring to see the range and quality of the work being done by all those around us and their volunteer colleagues.

The delicious meal over, the conversation died down and an air of quiet anticipation seeped into the magnificent hall of Church House. All present were welcomed and the formal proceedings began.

‘It is thanks to the dedication and passion of individuals, groups and organisations across the country, working together to transform places, engage communities and enrich people’s lives, that today our canals and rivers are enjoying the fantastic renaissance that they deserve’.

‘These awards shine a well-deserved spotlight on the amazing and inspirational work which is taking place across the country to improve the waterways for the benefit of us all.’

The words of Christopher Rodrigues (CBE) Chair of the Assessment Panel

A hush prior to the announcements was followed by the genuinely appreciative applause for the winners of each of the categories .

Then ... we heard the announcement ... *‘The winner of the Education and Learning Category is The **Kennet** Project.’*

We were, for a moment, incredulous then almost delirious with delight!

Once there, on stage, receiving the *Living Waterways Award for Education and Learning*, 2015, we realised what an immense privilege it was to be representing the Leeds & Liverpool Canal Society, Friends of **Kennet**, and all the contributors to this success.

Gaye and Don Gerrard.



***Water Witch* replica**

Richard Stott is having a replica made of ***Water Witch*** and sent me these photos noting: X R&D built exactly what I wanted and Mirfield Boats are fitting ***Perseus*** out way above my expectations as regards to quality. Hopefully he will have her ready for next year.



The original ***Water Witch***



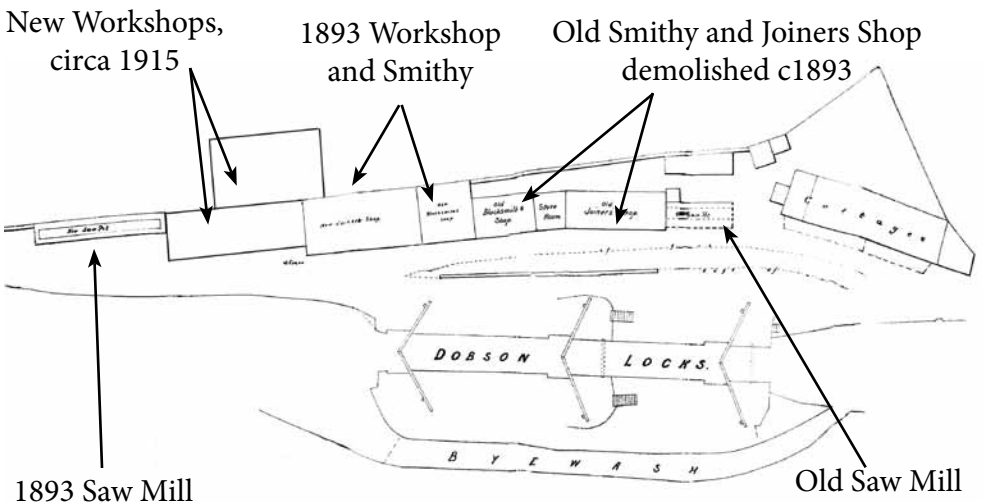
Apperley Bridge and the Open Day in July

Kennet was part of a CRT Open Day at Apperley Bridge at the beginning of July. We had quite a pleasant day, and though there were not vast numbers of visitors, those that came were very interested. It is hoped to repeat the event next year, possibly in September. As part of the event, I did a bit of research into the yard's history and produced a leaflet, the history text being reproduced here. One visitor brought some old photos, right, of a family member who worked there at the beginning of the 20th century, which are reproduced opposite.

The maintenance yard at Apperley Bridge dates from the canal's opening here in 1777, as do the cottages below the lock. As part of a modernisation programme in 1893, a new workshop and saw mill were erected at a cost of £788-4-1. The original buildings were knocked down, the site now used as a car park. The new saw mill was used for cutting timber 'from the round', as well as more general use. A further extension took place in 1915, when land behind the workshop was purchased and built up to allow for the construction of a larger carpenters' shop. The wooden buildings are similar to those built elsewhere on the Leeds & Liverpool Canal for warehousing. From 1893, machinery was powered by an old boat steam engine. An electric supply was suggested in 1923, but

was considered too expensive, and the steam engine and boiler were repaired instead.

Kennet at Apperley Bridge, with Colin Thunhurst chatting to member Dr Eileen White, with Harry Belshaw and Lynton Childs beyond.



Outside the building now used as an office. At this time it was the carpenters' workshops, and the date is possibly after 1915 as the wooden workshop extension has been built on the left.



This is probably the back of the workshops before the 1915 extension was added. The men are posing in the area behind the 'new' sawmill.



The local engineer, possibly Fred Bateman, amicably discussing matters with one of the carpenters! The location is again at the back of the workshops. This is the area now covered by the wooden workshop extension.

Celebratory Beer!

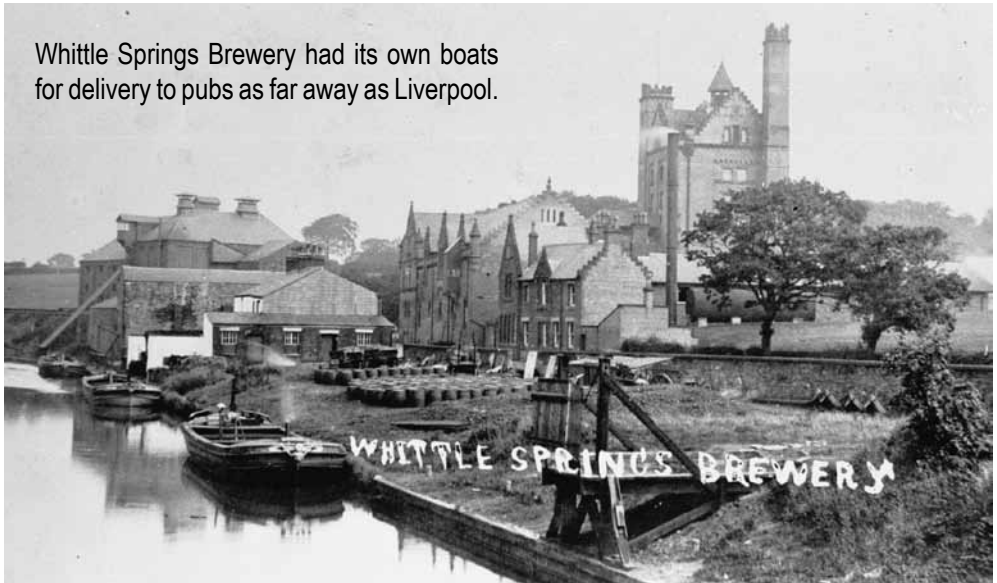
Ken Watson writes: I have now confirmed our willingness to support Leeds CAMRA's March Beer Festival if they make the Canal/Bicentenary their theme. So far I know of 3 breweries that are showing an interest in the celebratory beer, but I am assuming that there will be others that have simply not been in contact with me. I will be emailing CAMRA contacts to ask them to let me know of any breweries that are taking up the challenge. C&RT were briefed about the initiative and they are happy to promote it through social media.

We already have A5 'cards' for publicans and brewers (see left) and I hope that some of you will be leaving packs of these with your local publicans, especially the free-houses. I can supply hard copies, printed on card, on request. (see back page for contact details)

If anyone is willing to 'adopt' a stretch of canal with a view to contacting local breweries, either personally or by email, please let me know so as to avoid duplication within our small group. Even contacting just a couple of breweries would be worthwhile. The approach I would suggest might be a blend of *Are you already aware of this?* and *Are you going for it?* Colin is adopting the Shipley to Skipton stretch and I am concentrating on breweries that are not in canal towns but sell into the canal corridor.

Another idea that I have chatted to some of you about is offering breweries that do make a special brew the opportunity to use our 'trip' to deliver a cask or crate to a canal-side pub en route. Clearly it would need to be a very limited number at any one time (say four casks?) but it could generate a good number of photo/publicity opportunities. Naturally, it would be on the understanding that **Kennet** would make a brief stop at whatever time she is passing so the pubs/breweries might need to do the picture taking and 'press release' for their local papers and/or social media. The practicality and feasibility of this has been discussed by the committee, but we are always open to suggestions.

Whittle Springs Brewery had its own boats for delivery to pubs as far away as Liverpool.



An opportunity for Brewers An opportunity for Brewers

help us to celebrate the bicentenary of the
Leeds & Liverpool Canal
with a special edition

1816 style Beer
1816 style Beer

For more information contact the Leeds and Liverpool Canal Society
(Ken Watson – 07866 544677 – llcs@kenw.me.uk)

Publicans

2016 will be a special year with lots of events to celebrate the
bicentenary of the opening of the
Leeds & Liverpool Canal
back in October 1816.

We are encouraging brewers who sell beer into the canal corridor to
brew a celebratory 1816 style beer, or at least to re-brand one of their
existing beers if they already brew something suitable.

You can help by spreading the word and letting brewers and suppliers
know that you want to be selling it!

For more information, contact Leeds & Liverpool Canal Society
(Ken Watson – 07866 544677 – llcs@kenw.me.uk)

Promoting the Society



We have not been very good at promoting the Society outside of the canal community, but Colin and I took our stand to an event at Pendle Heritage Centre at the end of November. There were a reasonable number of visitors, but more beneficially, we were able to contact people local historians with an interest in the canal's 200th Anniversary, and to promote what we are doing with **Kennet**. It would be very useful if other members could get involved with promoting the Society, especially as we now have a number of items for sale. Next year there will certainly be more opportunities for promoting the Society, besides what we are doing with **Kennet**. For instance, we particularly need to have a stand at the Leeds Waterfront Festival as **Kennet** will only reach that end of the canal late in the year.

Please volunteer to help staff our events, even for an hour or so to give the small group who undertake this work regularly at least the opportunity for a lunch break. The only qualification necessary is the ability to smile knowledgeably.



A new book for the 200th Anniversary of the Opening of the Canal from Leeds to Liverpool in 2016.

The History of Leeds & Liverpool Canal

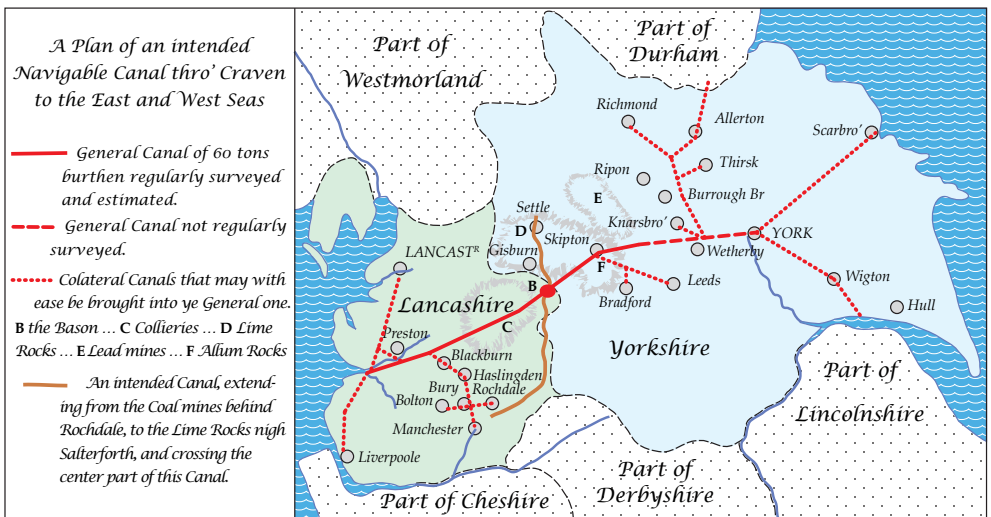
Mike Clarke

Since the first edition of *The Leeds & Liverpool Canal: a history and guide* was published in 1990, much additional material has become available. This new edition contains a completely up-dated assessment of the promotion of the canal, and its associated waterways, made as a result of the possibilities offered by the internet for improved searching of archive holdings, and access to private archives resulting from the first edition. This has allowed a deeper understanding of the motives of the earliest promoters of canals in Lancashire and Yorkshire.

The book looks not just at the Leeds & Liverpool Canal, but also the Leeds & Selby, Settle, Haslingden and Liverpool canal projects, at the history of the Douglas Navigation and the Bradford Canal, and at relations with the Rochdale, Manchester Bolton & Bury, and Lancaster canals.

The operation of the canal is reviewed, with detail about the railways' lease of the general cargo traffic from 1850-1874, the effect of the two world wars, and government interventions and financial changes from the end of the 19th century. The recent history of the canal since 1990 is also covered. There are also chapters on Boats and Boatmen, Engineering and Maintenance, Finance; Water Supply, Cargoes, and Warehousing.

The book is now twice the length of its predecessor, giving an even more detailed insight into the canal and its effect on the economy of the area it passed through. Many new maps have been produced to explain the proposals and changes, and numerous photographs and illustrations not previously available are included.



A map of the original plan for a 'Grand Canal', which was quickly cut back to become the Leeds & Liverpool Canal.

I will be publishing this book myself, hopefully in April 2016, and am looking for subscribers who are willing to agree to purchase a copy. The book will be around 400 pages long, 250mm by 175mm portrait format, with the possibility of 50 pages in colour, and produced as a softback using digital printing. The printers will be the same ones I use for printing Society booklets.

The cost will be £27.50 for those who agree to become subscribers before January 2016, payable after printing, which I expect to have completed by the end of April 2016. The book would then be priced at least at £40.00 for non-subscribers. I do not want the money immediately, and am just compiling a list of definite purchasers who I will contact when the book is ready.

If you would like to subscribe, please contact: Mike Clarke, 8 Green Bank, Barnoldswick, BB18 6HX, or email mike.clarke@zen.co.uk



The lead mine at the entrance to Lothersdale was one 19th century industry served by the canal, which lies on the far valley side just behind the old engine house. The wharf used by the mine was next to Farnhill Bridge, which featured in the last edition of ***Clogs & Gansey***.

Lothersdale was to be the route of a branch canal from the Rochdale Canal at Todmorden through to the L&LC near Kildwick. This would have required a summit level of 800 feet and a two-mile-long tunnel from Colne through to the limestone quarries at the head of Lothersdale. The L&LC Skipton Pool is at 345 feet above sea level, so a flight of around 45 locks would have been necessary to lower the branch from its summit down to the L&LC.

The Congress of Vienna Anniversary, 2015

Although next year's 200th Anniversary of the Leeds & Liverpool Canal has special significance for us, there was another anniversary this year which also holds great significance for those interested in canals. 2015 sees the 200th Anniversary of the Congress of Vienna, marking the end of the Napoleonic Wars. What was more important for inland waterways was that, like sovereignty on the seas which had been abandoned ten years before, the Congress established the principle of free navigation on international rivers.

Previously, trade had been controlled by large riverside towns and states, particularly on the important route along the Rhine. Strasbourg, Frankfurt, Mainz and Cologne all benefitted financially from taxing goods as they passed, with a few treadmill cranes still surviving from this era. The problem was compounded by the Peace of Westphalia in 1648 which permitted the Dutch to levy high tolls to recoup money lost during the war with Spain. Some cargoes were also restricted to Dutch boats, who were also entitled to keep all traffic on the Scheldt. This continued after the Treaty of Utrecht in 1713 when the Spanish Netherlands passed to Austria. Tolls on the Rhine continued to be raised, with charges for the short passage between Bingen and Koblenz amounting to one third of the cargoes value.

Things began to change with the French Revolution, the Convention of 1792 granting freedom of navigation on the Scheldt, declaring that it was unjust for a nation to have exclusive control of the channel and thus hinder nations higher up the river. Then, in 1815 at the Congress of



Cargoes were checked by offloading and then reloading the boats, a very time-consuming process. Several of the cranes used for this still survive in Germany, This one is at Trier, on the Moselle, which can just be seen off to the right.



The cranes were treadmill-operated, and this is a view of the two large treadmill wheels at Trier.

Vienna, it was agreed that inland waterways separating or traversing several states would be declared international along their entire length, with the vessels of all nations assured of rights equal to those of vessels from countries through which the river flowed.

Since then, apart wartime, further agreements have ensured that international rivers remain open to vessels of all nations. However, it was the Congress of Vienna which marked the liberating of inland waterway trade from interference by individual states, opening up the whole European economy.



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. I have already earned over £20 for the Society, so using Everyclick by your home page, the more we will get.

For new users: Go to 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.

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.

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.



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