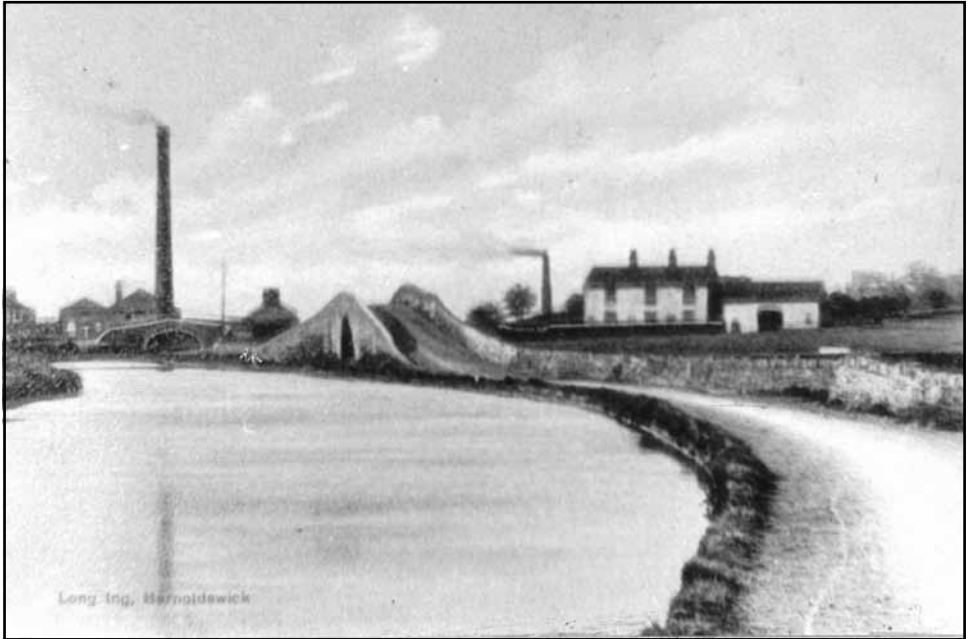


# *CLOGS & GANSEY*

Newsletter of the Leeds & Liverpool Canal Society

No.20 Autumn 2007



The bridge over the arm into Rain Hall Quarry was still standing when this postcard was published at the start of the twentieth century. Since then a mill has been both built and demolished between the arm and Long Ing Bridge in the distance. Of the towpath bridge, just a short section of the curved towpath wall survives today to show the location of the arm.

## *AGM*

The AGM will be held in Barnoldswick Library on Saturday 27<sup>th</sup> October at 2pm. Please send any nominations, offers or questions to the Secretary. As with most societies, we are always happy to have new committee members. The AGM will have the usual format, with opportunity for members to make their own comments.

The pre-AGM walk will take in the old Rain Hall Rock quarry which was operated by the L&LCCo. Meet on Rain Hall Road at Long Ings Bridge, No 153 at 11-00am. Stout footwear recommended as footpaths here can be muddy. Good local cafés in Barlic for lunch.

# *Events and Happenings*

## *Editorial*

Following BW's recent financial and funding problems, the Environment, Food and Rural Affairs Committee has produced a report (It is the 7<sup>th</sup> report of session 2006-7 and should be available from the defra website) on the work of BW. It identified that there were disparities between what Government expected of BW and what they were able to achieve, given their financial restrictions. Other recommendations included the adoption of free entry to the National Waterways Museum and a better response by Government to the carriage of freight by waterway. An Environment Heritage Strategy was proposed, with BW and the Waterways Trust working together through the BW Advisory Forum. Hopefully we will be able to have some influence on any policies which result from such a strategy.

### *Local Heritage Initiative: Johnsons Hillock*

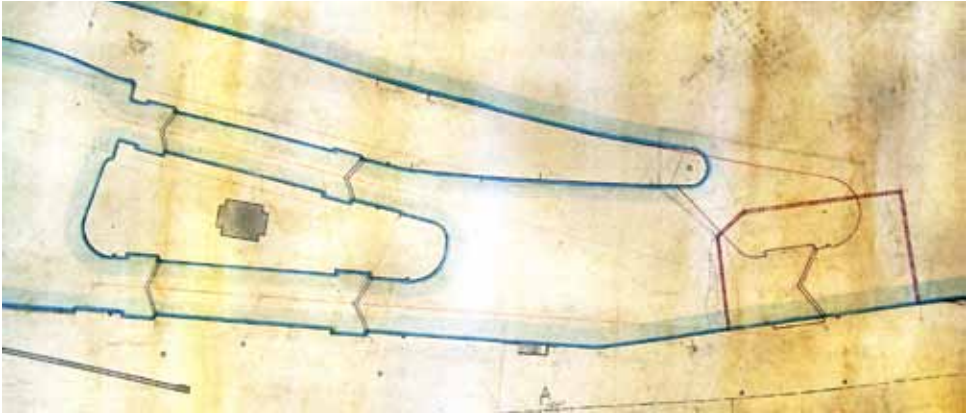
The heritage interpretation for Johnsons Hillock Locks is now well underway. Our towpath walk in February was able to identify many interesting features, and these were introduced to blind and partially-sighted members of Galloways over the Mayday weekend. Many thanks to members Frank Benett, Mark Lee and Mike Hustler for helping with guiding and interpretation on the Saturday. Two boats from Wheelton Boat Club were also in attendance, providing an opportunity for helping operate locks and for bow-hauling. Galloways members were thrilled to be able to help and were able to discover much about canals which they had not fully understood before the weekend.

The walk starts at Top Lock and follows the towpath down the locks and then along the old Lancaster Canal towards Whittle. An easy walk then returns by road to the fourth lock, while the more adventurous can continue along the line of the old canal and under the motorway to see the stone culvert which carried the River Lostock under the old canal. The walk then returns via a footpath alongside the river and then up the road to Top Locks. An extension of the walk to Whittle-le-Woods is possible, but the path needs improving. We have contacted the local Lancashire County Ranger and he is looking into possible funding for improvements.

The signage and spoken guide text are almost completed and will be reviewed by Galloways members early in Autumn. After any further alterations, the signs should be finished by Christmas and installed early in the New Year. The provisional date for the official opening is the 17<sup>th</sup> March 2008.

### *Heritage Open Day*

For the national Heritage Open Day and the 8<sup>th</sup> September, we have been asked to help BW and the Royal Armouries with interpreting heritage features around Leeds Lock. I suggested that we measure the disused lock and have since found plans giving the relevant dimensions. The lock is very similar in size to those on the Yorkshire section of the L&LC which suggests that it was built c1780 to replace the original lock. The L&LC locks were built around the same time so there was probably some standardisation of dimensions, and I have certainly come across



Leeds Lock circa 1870 when a new bottom gate was being added to extend the lock. The smaller of the two old locks now has no gates and may date from c1780. Its dimensions are certainly similar to those of the L&LC locks in Yorkshire built at that time suggesting that there was some standardisation.

advertises for goods delivered to and from points on the L&LC from Hull ‘in one bottom’, ie without transshipment, which suggests that boats working on the Humber at that time were similar in size to those on the L&LC.

During the day there will be a display in the Royal Armouries of old documents from BW’s archive at Leeds, together with a selection of old photos of the area. Judy Jones, BW’s local heritage officer, will lead guided walks to look at heritage features around the redeveloped basin area, and there will be a lock keeper to operate Leeds Lock, possibly with a boat. Society members — volunteers please contact me on 01282 850430 — will be on hand from 11am-4pm, hopefully to measure the old lock and to answer visitors questions about the waterways in Leeds.

### *Kaye Hammond*

We were sorry to hear of the death of Kaye, one of our members who had taken part in several of our towpath walks. A staunch supporter of canals, particularly the L&LC in Yorkshire, she was also involved with fund-raising for the RNLI. Hopefully Phil will not have to call on their services now that he is moving onto a boat, and that he will continue to take an enthusiastic part in our towpath walks.

### *Kennet*

There is little to report about *Kennet*, mainly because my recent health problems have restricted work. We need to draw up a list of people who would like to be involved and to include their relevant skills and qualifications. This will enable BW to draw up the relevant health and safety paperwork to ensure that insurance cover and other details are complied with.

At the moment there is a problem with the fuel pump, so *Kennet* cannot be moved, but hopefully we may be able to progress things this autumn and winter so that we can at least keep the boat aired and tidy.

## ***Walks***

We have several walks arranged for the forthcoming few months which members and others are welcome to attend. Do you have a particular section of the canal which you think would be of interest? We have now covered virtually the whole canal, so it would be useful to know where people would like to visit, or even to arrange their own walk for members. Numbers vary, with a maximum of ten people usually attending, so it is a pleasant way to meet people and see the canal. Call Mike Hustler, 01282 816476, with your suggestions.

Because of my arthritis problems, much of the work of guiding the walks has fallen on Mike Hustler recently, and I would like to thank him for taking over at short notice.

## ***Skipton Festival, May Bank Holiday***

The festival is now organised by a small group of enthusiasts and local canal businesses. Sponsorship is forthcoming, and a festival will be held again in 2008. If any member would like to represent the society at meetings, please could they contact a member of the committee or come along to the AGM.

## ***Liverpool Link***

Work has begun on construction across Pier Head, and it is expected that the new canal will be ready for 2008.

## ***Foulridge Wharf***

More new plans for the warehouse have been produced by the developer, and work has started on the former wharfmaster's house and stables. They propose converting the warehouse into a café, with living accommodation on the upper floor. An extension on the Salterforth end of the building would contain toilets, etc, though such an extension will be very close to the existing water point and toilet block, and would make it difficult to turn coaches bringing visitors to cruises.

## ***NarrowBoat Magazine***

For those interested in canal history, you can subscribe to NarrowBoat at discounted rates saving 10% on one year or 15% on two year subscriptions. Call 01283742970.

## ***Membership***

Our membership stands at 166. You can make paying your subscription easier by filling in the enclosed standing order. Welcome to the following new members: Paul Stevens, Richard & Gail Carpenter, Denis Kirkham, Robert Hartley, Chris Salisbury, Alan Peach & family, Bryan McMillan, Thomas Randell, Helen & William Wallace, F & B C McMahan, David Nevin, David Stead and Michael Hammill.

## ***Waterway Faults***

IWA has set up a Lengthsman Initiative to encourage waterway users to report issues that affect the safe use of waterways. There are three report forms which can be accessed through the IWA website at [www.waterways.org.uk](http://www.waterways.org.uk). Reports will be forwarded to the relevant authority with a later check on what action has been taken.

## *Towpath Improvements*

Some £600,000 has been spent on improving the towpath in Pendle, the final stages between Foulridge and Greenberfield having just been completed. Finance came from Pendle BC, NWDA and West Craven Together. The section from Salterforth to Greenberfield will probably form a section with heritage interpretation panels by the Society, following on from our work with Galloways at Johnsons Hillock.

Further towpath improvements are under consideration between Chorley and Adlington, where work is needed, as those on our recent towpath walk there found out.

## *Bradford Canal*

It has just been announced that planning permission allowing a new Bradford Canal to be built has been granted. Work should start next year, the canal following its original line in the Shipley area, with a new line closer to Bradford. Agreement has already been reached with Railtrack for a new bridge to be built in 2009 where the railway crosses the canal near its junction with the L&LC.



A photo from the RCHS collection which shows part of the Bradford Canal in 1955.



A flyboat entering Greenberfield top lock around 1900. Note the 'knighthead' above the stem post, a reminder that L&LC boats originated from coastal sailing craft. Note also the bar under the left-hand balance beam used for holding the gate open or closed.

## *Liverpool to Leeds Towpath Challenge 2007*

On Wednesday 18 July 2007, I arrived at the Eldonian Village in Liverpool the start point of the Leeds to Liverpool canal.

The towpath through Liverpool was easy going and I was able to maintain an average speed of about 16 mph for about the first 20 miles, however again this was not without its dangers as I was nearly bitten by a dog (I'm not telling you the size, but needless to say that it's the little ones that are the nastiest)

So for about the first 90 minutes things were going well despite the worsening terrain, then the typical British summer weather let me down in the form of heavy rain as I approached Wigan. This transformed the towpath into a mud bath, and made any cobbled sections resemble sheet ice, which were normally around the tight underpass of bridges.

So the half way point had been reached but I was some way off the summit of the canal (yes the canal does go up then down via a series of locks, how else did you think it went over the Pennines?) at Barrowford east of Burnley. Now I have to admit that I didn't follow the canal all the way, because there are two tunnels, one at Burnley (Gannow Tunnel) and a longer one at Fowlridge, both of which I had to negotiate a overland route, however I probably had to cover more miles to rejoin the canal at the opposite end of the tunnel.

Having reached the highest portion of the canal, it was all down hill from there, however riding a bike with no suspension, it proved difficult along the little used bumpy side of the canal which took its toll on my knees and seriously hampered my progress.

A big thank you to those that donated (whatever the amount) and those that cheered me along the course. The next time I try this journey I intend to do it by boat at a much more leisurely pace!

At 07-30 hrs I headed off full of enthusiasm in the direction of Leeds with only 127 ¼ miles to go, only to suffer a front wheel puncture in the first two miles! Normally the canal boasts some beautiful scenery which includes discarded wheelie bins, shopping trolleys and bikes, however the residents of Liverpool did not let me down as I spotted a 4x4 jeep upside down, half submerged in the canal... I'll say no more!



Nice and clean at Liverpool, half way and muddy, only 127 miles back to Liverpool!

After about 6 hours of riding over the varying terrains, I reached the 63 ¾ mile mark or the half way point at Church, near Accrington ('Accrington Stanley, blah blah.....' Yes coming from Accrington I've heard it all before), covered from head to foot in mud and a bit wet. Fortunately my wife Ann was there to meet me and I was able to change and get a bite to eat.

I continued the route down through Skipton; passing the famous Bingley five and three rise of locks, Saltaire and finally arriving about 19-30 hrs at Leeds Lock office having completed the 127 and most important ¼ mile.

As an experienced cyclist and a member of the Army Cyclocross team I can confidently say this was the hardest ride I had ever done, but much easier than getting a pound from some people.

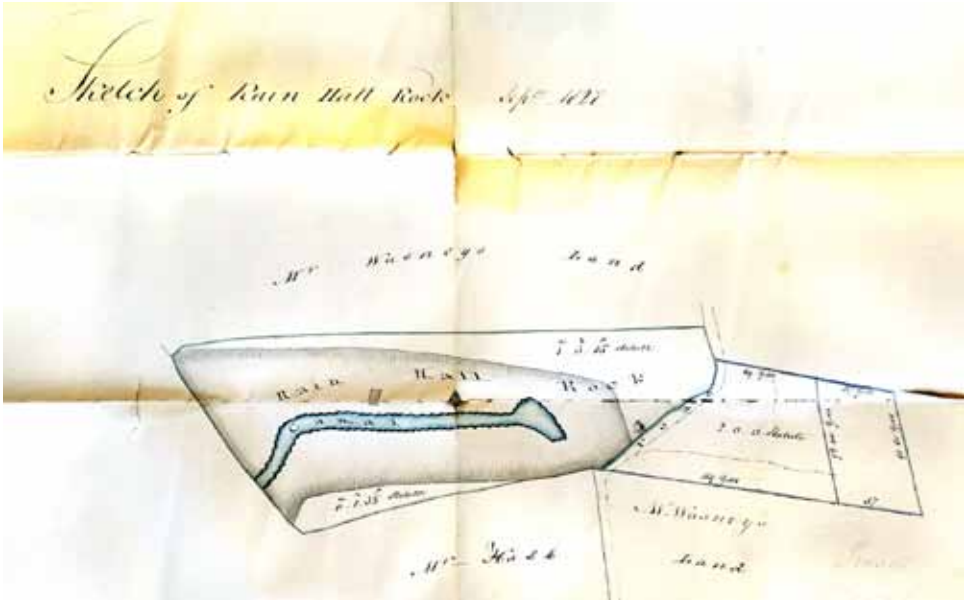


### *Sunken Boats on the Douglas*

The first August walk was to look at the remains of L&LC boats sunk in the River Douglas to protect the banks. The boats were mainly sunk in the first half of the 20<sup>th</sup> century. Here there are the remains of about thirty boats in various conditions. All have lost their deck planking, and the upper planking has also disappeared from some. The photos were taken by Mike Howcroft and give some idea of the conditions.



## Rain Hall Quarry



The quarry at Rain Hall was extended slowly as limestone was dug. Extra ground had to be purchased, and this plan shows the land through which the second tunnel was built into the extended quarry.





## ***Lock paddles and cloughs***

One of the interesting features of the L&LC is the great variety of paddle gear. The carpenters' day books for Bank Newton mention several different items being made for lock gates including: Lock gate leavers (balance beams), Hanging cloughs, Jack cloughs, Tail cloughs, Clough framing, Side clough frames. It is difficult to identify which particular type of clough they refer too, so I have made my own list of original L&LC paddle gear.

### ***Ground paddles***

Radial cloughs are the lever operated type which turn through 90 degrees when being lifted; Box cloughs come in various forms, fully enclosed, open sided, and metal framed, most being vertical with a few set at an angle.

### ***Gate paddles***

The scissor type has a horizontal rack to open and close the paddle; the quadrant type lifts the paddle vertically by rotating a sector through about 10 degrees; jack cloughs raise the paddle vertically by gears.

The scissor and radial cloughs were probably the earliest type, with geared mechanisms probably being fitted in the mid-1800s to speed traffic competing with railways. Certainly upper gate paddles were only fitted from this time, and the clough opening could have been increased then, a better gear ratio then being required to raise the paddle.

An initial quick view of some old photographs have produced the following results.

### ***L&LC Locks, details from photographs***

Liverpool Locks: *Upper gates*: open sided box cloughs or radial cloughs, and jack cloughs or scissor cloughs; *Lower gates*: jack cloughs

Runnel Brow: *Upper gates*: metal frame screw cloughs and quadrant cloughs; *Lower gates*: scissor cloughs

Tarleton: open sided box cloughs or metal frame screw cloughs

Appley Bridge: *Upper gates*: open sided box cloughs and jack cloughs

Gathurst regulator lock: quadrant cloughs

Gathurst offside lock: *Lower gates*: jack cloughs

Ell Meadow: *Upper gates*: metal frame screw clough?; *Lower gates*: jack cloughs

Poolstock 1: *Upper gates*: jack clough; *Lower gates*: jack clough

Poolstock 2: *Upper gates*: open sided box clough and jack clough; *Lower gates*: jack clough

Dover: *Upper gates*: jack clough

Plank Lane: *Upper gates*: open side screw clough, scissor clough; *Lower gates*: jack clough

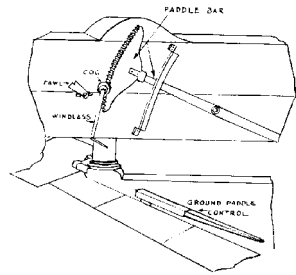
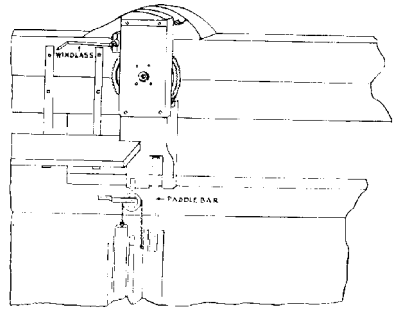
Wigan 23: *Upper gates*: quadrant clough

Wigan 21: *Lower gates*: jack clough

Wigan 2: *Lower gates*: jack clough

Blackburn 5: *Upper gates*: open sided box clough and scissor clough

Blackburn 4: *Upper gates*: open sided box clough and scissor clough



Above: Poolstock, with drawings of jack clough and a quadrant clough.

Right: Rufford Branch, quadrant gate clough and metal framed cough.

Below: Stanley Dock branch, scissor clough.



Blackburn 2: *Upper gates*: open sided box clough

Barrowford: *Upper gates*: box cloughs, vertical and sloping open sided box cloughs: *Lower gates*: jack clough

Greenberfield: *Upper gates*: box clough

Bank Newton: *Upper gates*: quadrant clough

Gargrave: *Upper gates*: quadrant cloughs and sloping box cloughs

Bingley 5 & 3: box cloughs, jack cloughs and scissor cloughs

Apperley Bridge: *Upper gates*: box clough, scissor clough; *Middle gates*: box clough and scissor clough: *Lower gates*: box clough: Yorks jack clough

Forge: box clough: scissor clough

Leeds: *Upper gates*: scissor cloughs

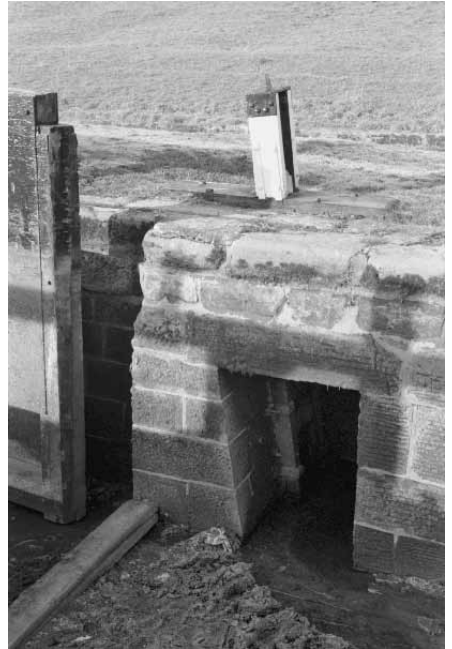
There does seem to be some difference in paddle gear between the areas maintained by the carpenters' workshops at Apperley Bridge, Bank Newton, Burnley, Wigan and Burscough. Jack cloughs seem to be found more on the Lancashire side of the canal, though a variation is recorded at Apperley Bridge. Were they being trialled before being used elsewhere in Yorkshire?

Scissor cloughs are found everywhere, which could suggest that they were the original standard. As with other original paddle gear, they were very quick to operate. Modern paddles tend to be geared down to make them easier, with the screws on box cloughs having been changed from their original eight turns to the current, I think, twelve turns.

Anyone else have any comments or suggestions about paddle gear?



Bingley c1900. Note that balance beams were painted white with a black, curved-sided strip.



Clockwise from top left: paddle gear at Bank Newton, Barrowford, Apperley Bridge, and Greenberfield.

# A N A B S T R A C T

Of the PENALTIES inflicted by the Act of Parliament, for the Undertaking of

## The LEEDS and LIVERPOOL CANAL,

And the BYE LAWS established by the

## GENERAL MEETING of the COMPANY,

Held at BRADFORD, the Twenty-second of JUNE, 1774,

For regulating the TRADE and BOATMEN upon the CANAL.

*Pages of the Act. £ : s : d*

PENALTIES by the Act	<p><b>F</b>OR fraudulently claiming Exemptions - - - - - 52 5 : 0 : 0</p> <p>Masters not giving Particulars of their Loadings - - 54 0 : 10 : 0</p> <p>Masters not putting their Names, &amp;c. on their Vessels - - 64 2 : 0 : 0</p> <p>Masters of Boats, &amp;c. answerable for Damages, &amp;c. done by the Crew - - - - - 65</p> <p>For Irregularity in passing the Locks - - - - - 66 1 : 0 : 0</p> <p>Vessels laying fo as to obstruct the Navigation, to be removed by the Owner, &amp;c. or on Refusal then by the Company or their Servants, and the Charges to be paid by the Master, &amp;c. 67</p> <p>Vessels laying fo as to obstruct the Navigation, and not removed on Request, Masters, &amp;c. to forfeit not more than 10s nor less than 5s. for this Offence; and not more than 2s. nor less than 1s. for every Hour, whilst the Obstruction continues, and the Company may remove them, or Vessels sunk on the Canal, and detain the Vessel till the Charges are paid - - - - - 67</p> <p>For floating Timber, or loading Vessels with it, fo as to obstruct the Navigation - - - - - 68 5 : 0 : 0</p> <p>Throwing Ballast, &amp;c. into the Canal - - - - - Ibid 5 : 0 : 0</p>
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### The PENALTIES inflicted by the Bye Laws.

1ft.	For using Stowers of less Diameter at the End than 3 Inches	0 : 10 : 0
2d.	For leaving open Gates on the Towing Paths - - - - -	0 : 10 : 0
3d.	For leaving open Road Bridges - - - - -	5 : 0 : 0
4th.	Or Occupation Bridges found shut - - - - -	0 : 10 : 0
5th.	Not opening Swivel Bridges, but running Boats against them -	1 : 0 : 0
6th.	Empty Boats not giving Way to loaded Boats, or Boats passing towards the Summit, not giving Way to Boats passing from it -	0 : 10 : 0
7th.	Boats or Vessels not having 4 Indexes affixed, as directed by this By Law - - - - -	2 : 0 : 0
8th.	Boats navigated with the Rudder foremost, or without a Rudder at the Stern, or haled without a Person at the Helm, or without a Haling-Rope at the Mast, &c. - - - - -	1 : 0 : 0
9th.	Boats not kept moored, &c. or moored fo as to obstruct the Navigation - - - - -	1 : 0 : 0
10th.	Persons wilfully cutting or unmooring Boats, &c. - - - - -	2 : 0 : 0
11th.	Or mooring or fastening them to Bridges or other Works of the Canal - - - - -	0 : 10 : 0
12th.	Not placing Goods, &c. unloaded upon the Towing Path, 5 Feet from the Edge of the Bank of the Canal next the Water - -	1 : 0 : 0
13th.	For Waggons and Carriages remaining on the Wharf more than three Hours in Time of Buiness, without a Horse in the Shafts, after requested to remove - - - - -	0 : 5 : 0

## *Possibly the oldest canal apprentice?*

At the age of two I was introduced to the working boats on the canal. Unfortunately my only memory is going through a tunnel with air shafts whilst sitting in the boatman's cabin and of locks with a walkway over the gates. Thirty or so years passed and I decided to try and resurrect those memories, and become one of the oldest or most modern apprentice/mate to the self proclaimed Captain of the Wigan Navy.

On Friday 27 April 2007, some 36 years after being introduced to the life of a working boat, I set sail once again for an intrepid voyage to exotic shores toward Blackburn...well as a youngster living in Rishton anything was exotic!

Along the journey I was treated to a million and one tales of the old working canal boats and discovered things that any passing walker would have seen a number of times and not even realised its significance let alone its existence. Canal shanty stories were told about my younger years, some embarrassing (involving infant potty training upon **Frank**) and me running along the planks placed above the open hold of the **Irwell** (Health and Safety eat your heart out)

Once at Blackburn our direction turned about and amid numerous shopping trolleys and wheelie bins was now our destination was now Skipton. I now know if I need a wheel barrow I only need to visit the B&Q branch of the Leeds & Liverpool Canal, usually around the Burnley area!

Right: **Florence** at Church.

Below: **Frank** at Clayton c1975 where Alan Holden could keep an eye on her between camping trips for Northern County Carriers.





R Shorrock and Harry Sharples on A36 at Rose Grove, loading coal for Whitebirk Power Station.



The Skipper of the vessel I was sailing on ensured me that within a couple of days I would be bored but despite all efforts I can gladly and more educated say he failed. One thing I did learn was that in the bygone ages of the working boat it was the mate that made sure that the skipper was well fed. Maybe my previous catering training earned me the place on the boat, but I was baffled a few times that on a few occasions the pattern on the plate disappeared. Maybe it's the canal air that makes for such a large appetite.

The following Friday the shores of Skipton were reached and with it the Canal Festival, hats off to a well organised and a canal/self orientated event. Now amongst those of you that entered the quiz, I would like to add that my skipper's reputation and knowledge was on the line when I entered. Luckily for him the picture now holds pride of place on my wall at work.

Now in a few years when you may see me on the stern of a canal boat and think "He looks like Alan Holden" (obviously younger and much better looking) you won't be far wrong as he's my Dad, the skipper of this intrepid voyage. The same person who, when I was a toddler tied me to the side of the boat (which I fell dangling from the side which in turn alerted the local Constabulary), allowed me to use the hull of Irwell as a play ground and took me on a few other working boats which included the Lune and Pickmere. So when he talks about his life on the boats and when he started he should remember that I started on the boats a lot younger than him and should listen to a few tips from me!

**Andy H.**

## *New publications*

### *Liverpool and its Canal*

I originally wrote this book for Merseyside Maritime Museum in 1993. With all the developments in Liverpool, I have extended the text, with more details about proposed canals around Liverpool, bringing the story up to date with details of the new canal across Pier Head. Numerous new maps and photos have been added to make, I hope, a more interesting book.

Published by Landmark Press as part of their Countryside Collection series, it has 96 pages and costs £9-99, ISBN 1-84306-336-0.

### *The Lancaster Canal in Focus*

Janet Rigby has compiled another book looking at boats on the Lancaster Canal. It is full of photos, many previously unpublished. There are perhaps too many as some are quite small, and some of the more modern photos could have been omitted, but this is a minor quibble as the book is full of interest, with details of several of the families who worked on the canal. Of particular L&LC interest are the photos of *Shelagh*, the former coal boat used by Dan Ashcroft to provide pleasure boat trips in the 1970s, and the photos of the branch to Walton Summit.

The book, 60pp, 210mm by 195mm, is published by Landy Publishing, 3 Staining Drive, Staining, Blackpool, FY3 0BU, tel 01253 895678, and costs £7-00.

### *Settle Canals*

The most recent edition of *Industrial Heritage* (Vol.33, No.1, spring 2007) includes an article on the canals proposed around Settle, some details of which were in the last edition of *Clogs & Gansey*. Written by local historian, David Johnson, the article provides a good background to the two schemes with details of archive material available. One comment I could make is that the Settle Canal was originally proposed as part of the original L&LC scheme. The likelihood of local opposition may have been the reason for it being removed from the overall scheme and then promoted by local canal investors. *Industrial Heritage* costs £3-50 and is available from Hudson History, 01729 825773.



The Mersey Motor Boat Club's yard at Litherland in the 1950s.



## *The Other Side of the Canal*

*Carey Saunders*

Thresa and I don't have a boat. Our canal interest was provoked by cycling. We are the sort of people who think you drive and park a boat, that the widget you have to haul that shutter up is a winder handle, a paddle is what you go for if the sea is too cold to swim in, and windlass is a comment on a particularly pernicious attack of female flatulence. The other side of the canal is where you may, if lucky, see a heron or better still a kingfisher. It is where human fishers poke their long carbon fibre poles to lure fish out of their refuges from noisy walkers, runners, cyclists, and dogs. It is also the side with trees.

Trees are lovely. To we towpath users, they give much pleasure on our country rides. The grandeur of beech reflected in calm water, and the exuberance of a crab apple in spring blossom, or even with the apples hanging on like Christmas decorations in the winter, are memorable pictures to us. Trees also fix carbon so that is good too. But they do this by growing. So when Mike Hustler suggested coming for a tree inspecting exercise on a boat trip we were more puzzled that anything else, but we might get to see more of the other side of the canal, so we volunteered. I had initially visions of cucumber sandwiches and the odd gin and tonic but I was informed it was bring your own butties, and the activity was not for the insober.

Greenberfield locks isn't too well identified on our street map but the lane of the same name is. Do not be seduced into following that. Greenberfield Lane is long, and winding and will not allow a Nissan Micra and Royal Mail van to pass except at one point, which the kind postman knew and reversed to. Instead take the road out of Bamoldswick towards Thomton in Craven, and follow the brown tourist sign. Anyway we got there on the morning of 24<sup>th</sup> July, and found the boat, the *Two Shires*, and the crew gradually accumulated to its final complement: Mark Freear and Paul Sperrin who manage the boat which normally is used for educational trips, Mike Hustler, Mike Howcroft, Harry Belshaw, and Thresa and me.

At 9.45, after a brew the towpath folk had a first lesson in lock craft, which also led to many corrections to our lamentable vocabulary. Three locks down and we were off. Once we had reached our first inspection site we began to understand the problem we had assembled to consider. Seen from the towpath trees and bushes are largely two dimensional, but of course they aren't. They grow into the canal as well. Thus they form a device ideally suited to sweeping mountain bikes, window boxes, and unwary terriers off the roof into the water, slashing your face



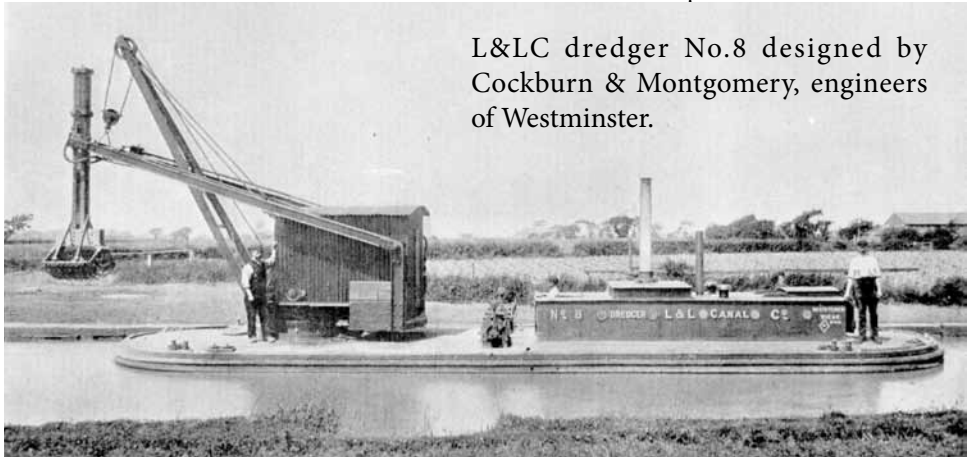
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Trees are lovely. To we towpath users, they give much pleasure on our country rides. The grandeur of beech reflected in calm water, and the exuberance of a crab apple in spring blossom, or even with the apples hanging on like Christmas decorations in the winter, are memorable pictures to us. Trees also fix carbon so that is good too. But they do this by growing. So when Mike Hustler suggested coming for a tree inspecting exercise on a boat trip we were more puzzled that anything else, but we might get to see more of the other side of the canal, so we volunteered. I had initially visions of cucumber sandwiches and the odd gin and tonic but I was informed it was bring your own butties, and the activity was not for the insober.

Greenberfield locks isn't too well identified on our street map but the lane of the same



L&LC dredger No.8 designed by  
Cockburn & Montgomery, engineers  
of Westminster.

### *Society Shirts*

Lynton Childs has sweat shirts with the Society logo made by 'Fruits of the Loom' in their usual sizes. These are available in dark blue, with the logo in light blue and cream. They cost £10 and can be collected at Society events or by arrangement. If you would like them posted, this will cost an extra £2.00.

Polo-neck shirts are also available in cotton, the price not yet fixed. Lynton has several sizes in stock. Send your order to: Lynton Childs, 16 Lingmoor Drive, Burnley, BB12 8UY, (tel: 01282 427950) with a cheque made out to Lynton.

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### *The Society web page*

For those with access to the internet, don't forget the Society's web page which can be found at <http://townsleyb.members.beeb.net/llocs/>

We are trying to keep these up-to-date with relevant information, details of walks and events, etc, so please look at them regularly or send Brian any information you think could usefully be included. Brian Townsley also has useful lists for those interested in the genealogy of boating families on his site.



### *COMMITTEE MEMBERS*

**President** (& Newsletter editor): Mike Clarke, 8 Green Bank, Barnoldswick, BB18 6HX. 01282 850430, email: [mike.clarke@zen.co.uk](mailto:mike.clarke@zen.co.uk)

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01756 749301

**Minutes Sec.:** vacant

**Treasurer:** John Stott, 22 Bracken Ghyll Drive, Silsden, BD20 9QT. 01535 656649

**Membership Secretary:** Mike

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

Alan Holden, 48 Marlborough Road, Accrington, BB5 6AY. 01254 232759

Mike Howcroft, 07814 323930

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

David Cox, Crossfield Cottage, off Bury Lane, Withnell, PR6 8HB. 01254 830947

Cris Shave, Ivy House, Main Street, Bradley, BD20 9DG. 01535 631975

# EVENTS & GUIDED WALKS 2007-8

## **Wednesday 22<sup>nd</sup> August 2007**

Meet at 7-00pm at Foulridge Reservoir outside Lake Burwain Sailing Club to look at the water supply. (3 miles)

## **Saturday 8<sup>th</sup> September 2007**

**Heritage Open Day**, Leeds Lock, A&CN. The Society is working with BW and the Royal Armouries, 11am to 4pm, helping to interpret the Leeds Lock site on the A&CN. More details in Events & Happenings.

## **Saturday 22<sup>nd</sup> September 2007**

Pendle Canal Festival, Junction 12, Nelson.

## **Wednesday 26<sup>th</sup> September 2007**

IWA talk, 7-30pm at the Old Stone Trough, Kelbrook, Water supply to the L&LC by Mike Clarke

## **Saturday 27<sup>th</sup> October 2007**

Pre AGM walk, meet at Long Ings Bridge, No 153, Rain Hall Road, for walk around Rain Hall Quarry site. AGM at 2-00pm

## **Saturday 17<sup>th</sup> November 2007**

Shipleigh Warehouse, 11am - 4pm, informal Society meeting at BMEP by the floating wharf, with videos and slide show, etc.

## **Friday 28<sup>th</sup> December 2007**

Christmas walk around Skipton, meet at 1-30pm, Water Street Car Park, or earlier at 12-30 in the Narrow Boat pub. Walk up Springs Branch and around warehouse area.

## **Tuesday 15<sup>th</sup> January 2008**

Lancashire Libraries, Clitheroe, 7-30, History of the L&LC by Mike Clarke.

## **Sunday 17<sup>th</sup> February 2008**

Meet at Eanam Wharf, Blackburn, at 1-30pm for walk to Nova Scotia.

## **Monday 25<sup>th</sup> February 2008**

Lancashire Libraries, Whalley, 7-30, History of the L&LC by Mike Clarke.

## **Tuesday 28<sup>th</sup> February 2008**

Skipton History Society, Swafford Centre, 7-30, History of the L&LC by Mike Clarke.

## **Friday 14<sup>th</sup> March 2008**

Provisional date for opening of the Johnsons Hillock interpretation panels and walk.

## **Saturday 15<sup>th</sup> March 2008**

Day school with Galloways at Lancashire College, Chorley, looking at developing two new walks along the towpath. More details in the next newsletter.

## **Tuesday 18<sup>th</sup> March 2008**

Earby History Society, 7-30, People of the L&LC by Mike Clarke

## **18<sup>th</sup>-21<sup>st</sup> July 2008**

Tall Ships in Liverpool

Enjoy a leisurely towpath walk & discover more about the canal's history. The approximate total distance is shown

For further information about society walks contact

Mike Hustler on: 01282 816476 or  
07929 915487

