

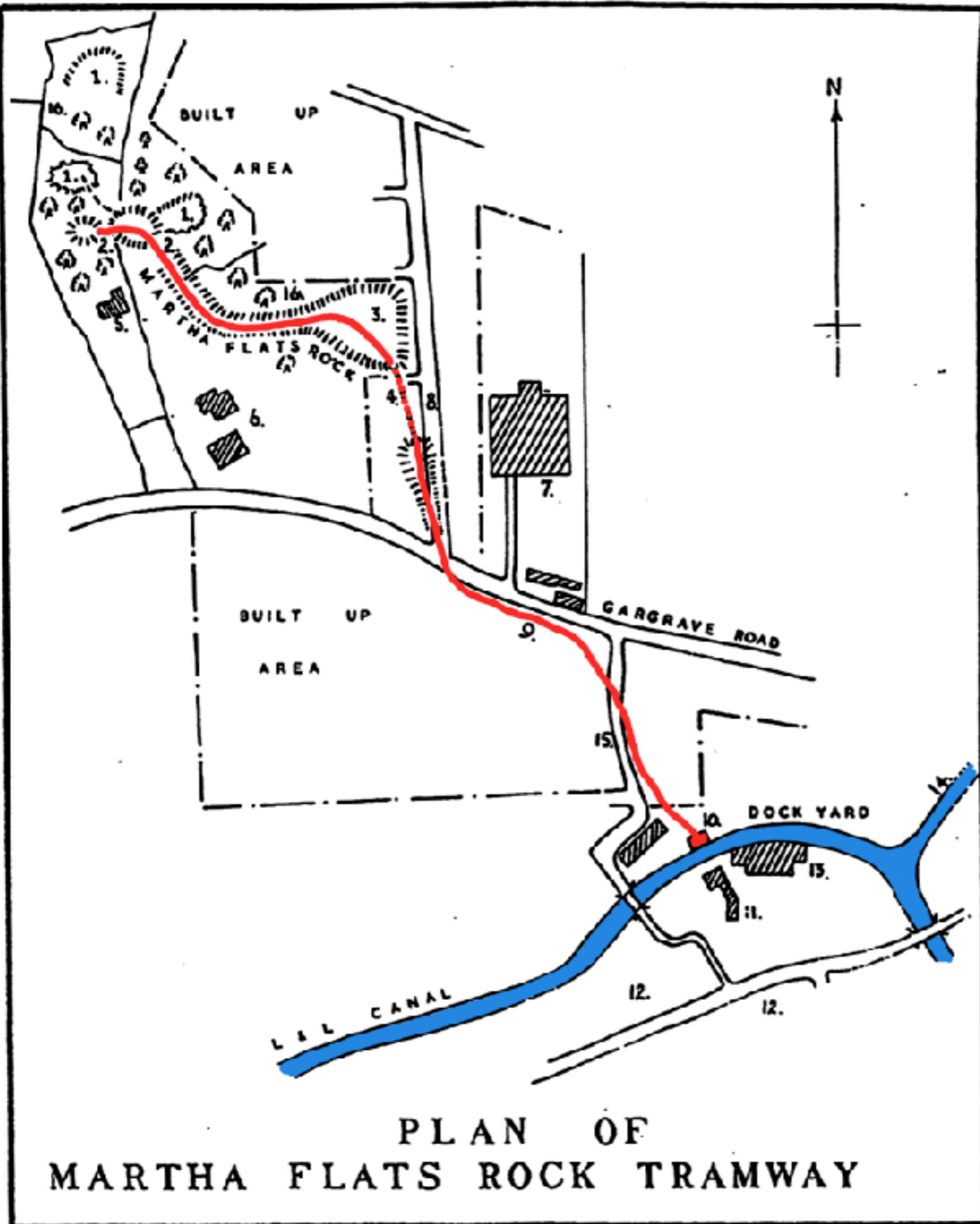
Limestone was considered to be the most important cargo which was expected to be carried when the canal was proposed in 1770. The original route, in green, would have kept to the limestone area, avoiding the coal measures, but twenty years later, coal had become the important cargo, and the route of the canal in East Lancashire was changed. Skipton and Barnoldswick were to be the two main locations supplying limestone.



**LEEDS &
LIVERPOOL
CANAL SOCIETY**

Keeping Heritage Alive

Limestone and the Springs Branch



One of the earliest limestone quarries to supply the canal was at Martha Flats, now in the grounds of the Girls' Grammar School. A tramway ran down to the canal, partly through a short tunnel, with the wharf being close to Brewery Bridge.

This quarry and tramway were taken over by the Canal Company in 1794. They took over the Springs Branch at the same time, extending it to the back of the Castle and built a tramway down from a new quarry at Haw Bank to the extended canal branch.

TO BE LET,

*At the House of Mr. HOLMES, the Black-Horse,
in SKIPTON,*

On Monday the 1st of August, 1803,

At One o'Clock in the Afternoon.

THE GETTING OF FROM

40 to 50,000

TONS, Yearly, of

Limestone,

At Haw-Bank, near Skipton,

And the WAGGONING of the same from thence to the Staith of the Leeds and Liverpool Canal Company, near to Skipton Castle.

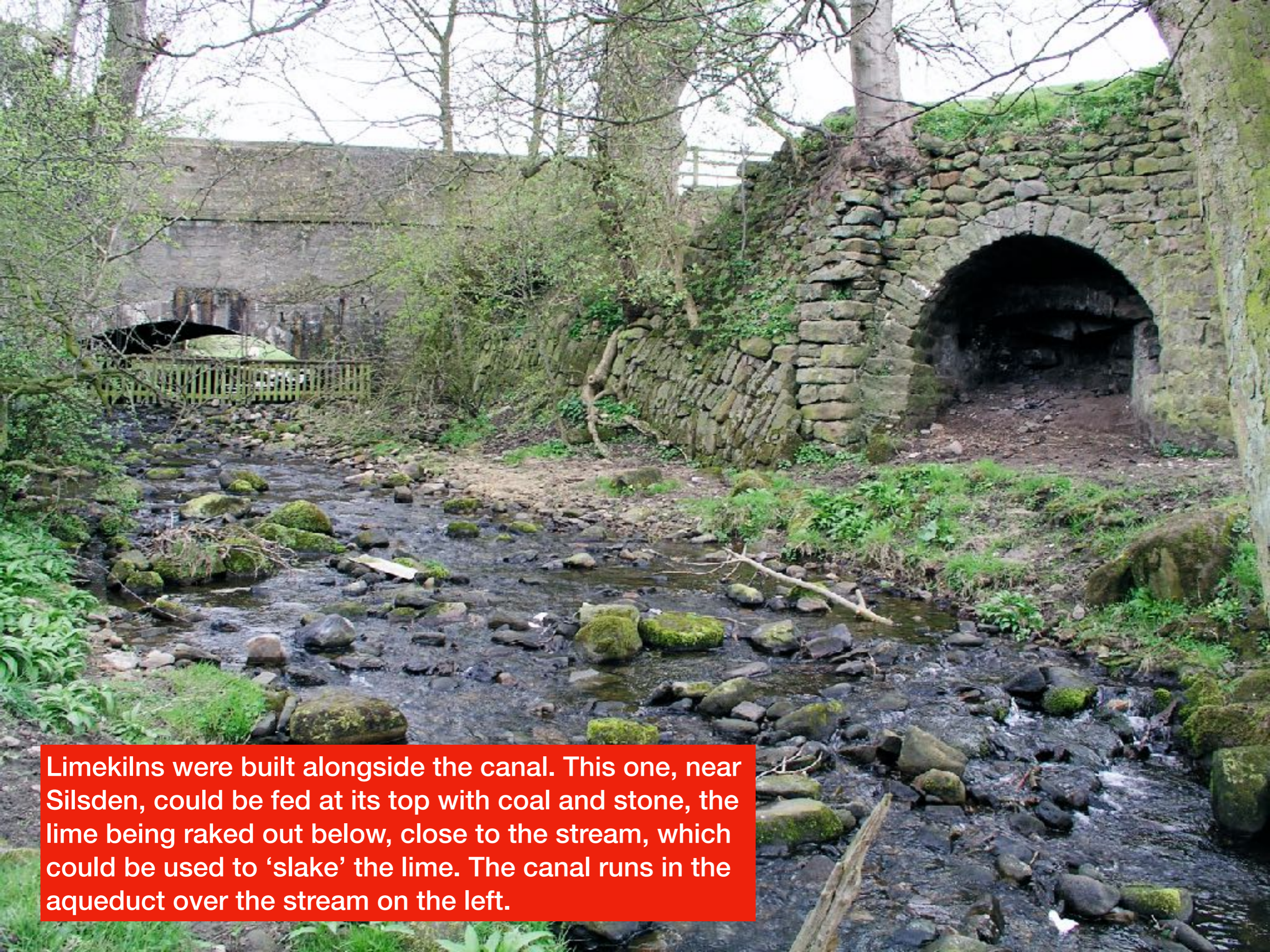
Whoever happens to be the Taker or Takers will be required to enter into a Bond with sufficient Sureties, for the due and punctual Performance of his or their Contract.

Particulars may in the mean Time be had by applying to Mr. BLACKBURN, at *Skipton*, or to Mr. FLETCHER, at *Gannow*, near *Burnley*.

J. Nicholson, Printer, Bradford.



At first, the tramway ended high up above the canal, with stone being dropped down chutes to the wharf. Later an incline brought the wagons down to the wharf

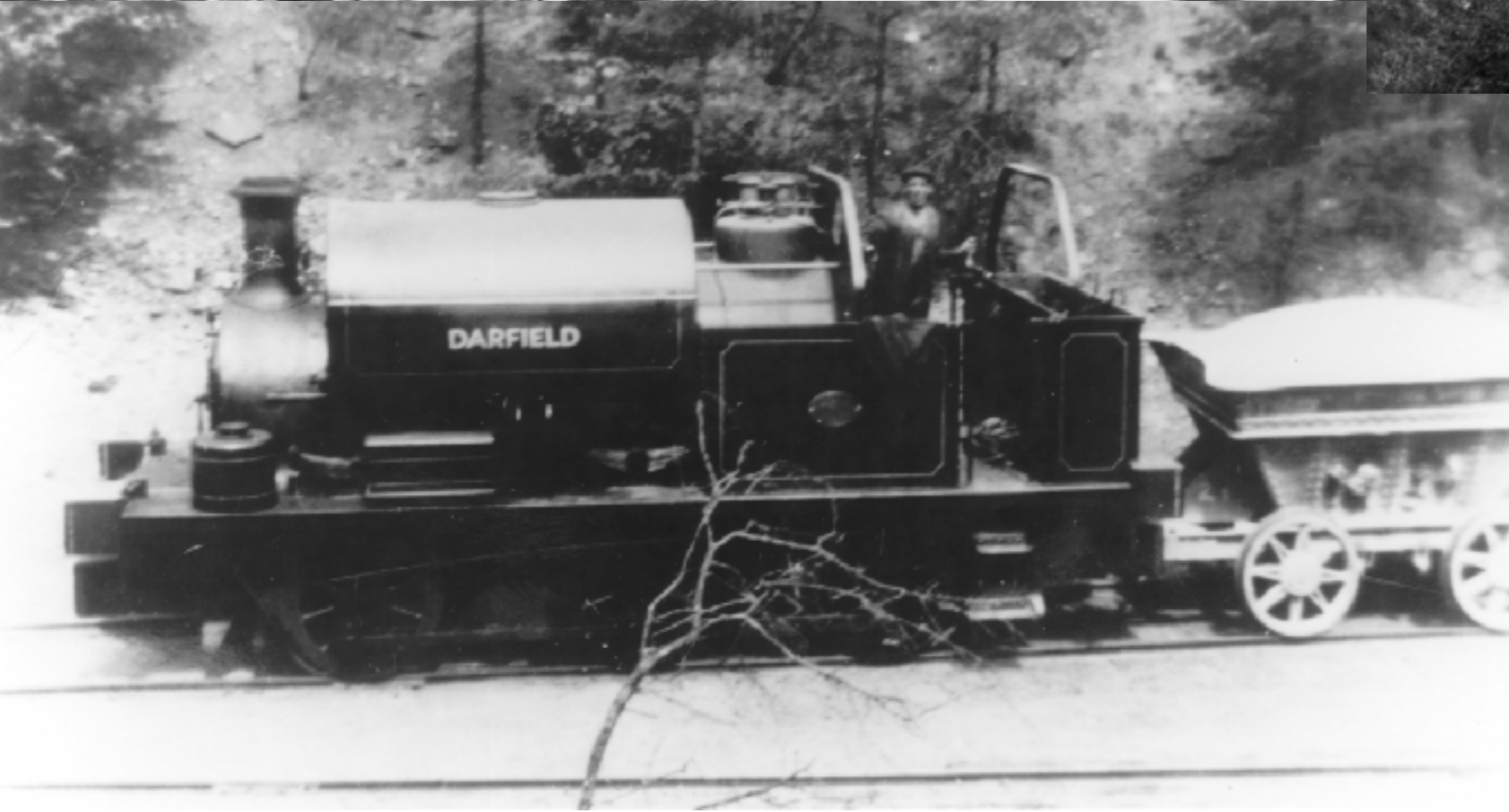


Limekilns were built alongside the canal. This one, near Silsden, could be fed at its top with coal and stone, the lime being raked out below, close to the stream, which could be used to 'slake' the lime. The canal runs in the aqueduct over the stream on the left.



The tramway system in the quarry was extended over the years. Rope-worked inclines were used at one time for moving the loaded wagons down to a level section of track

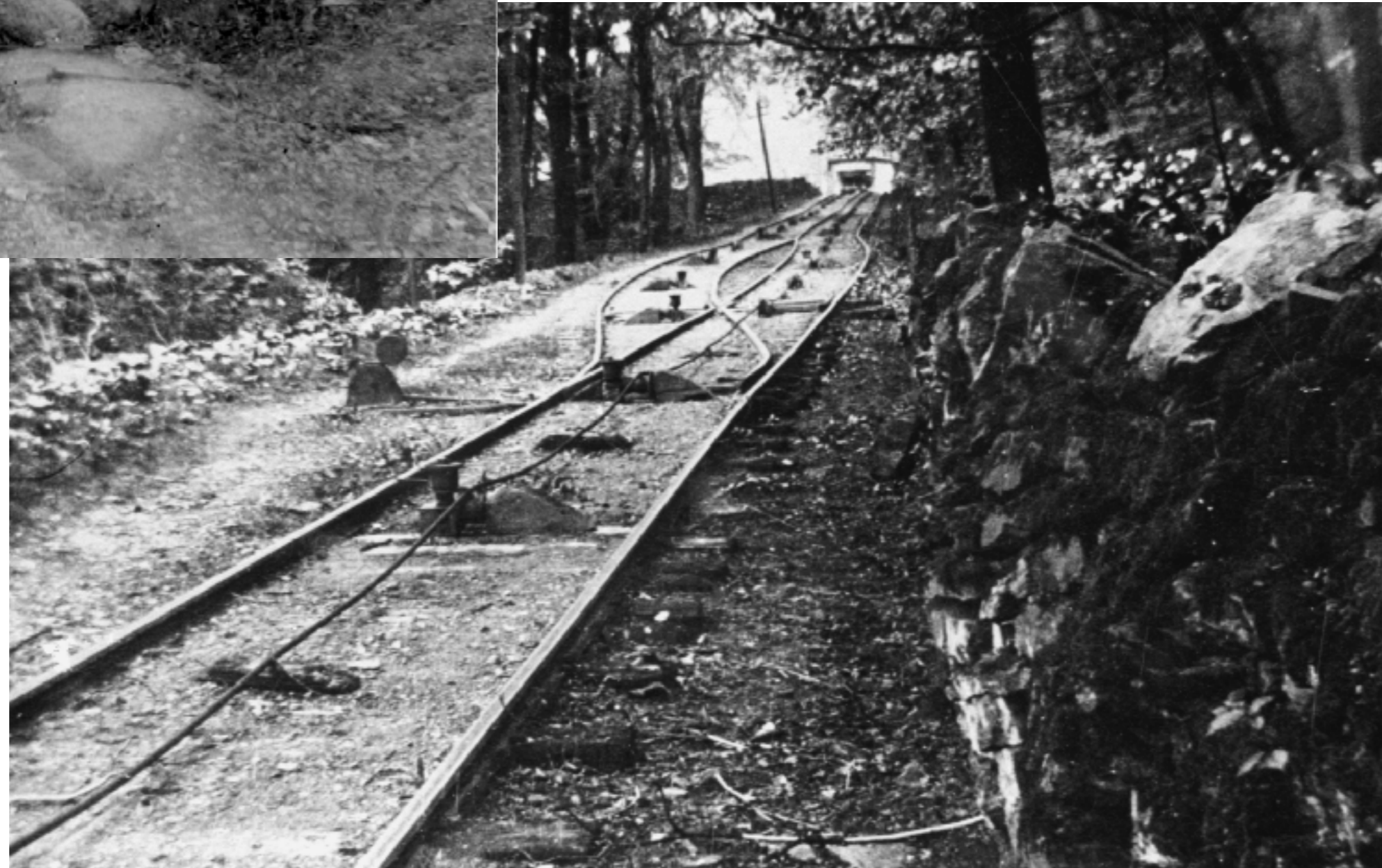




In the early years, there was a tunnel inside the quarry. A second one, above, for entering and leaving continued in use throughout the life of the tramway. The Canal Company owned steam locomotives, left, for moving the wagons on level stretches of track.

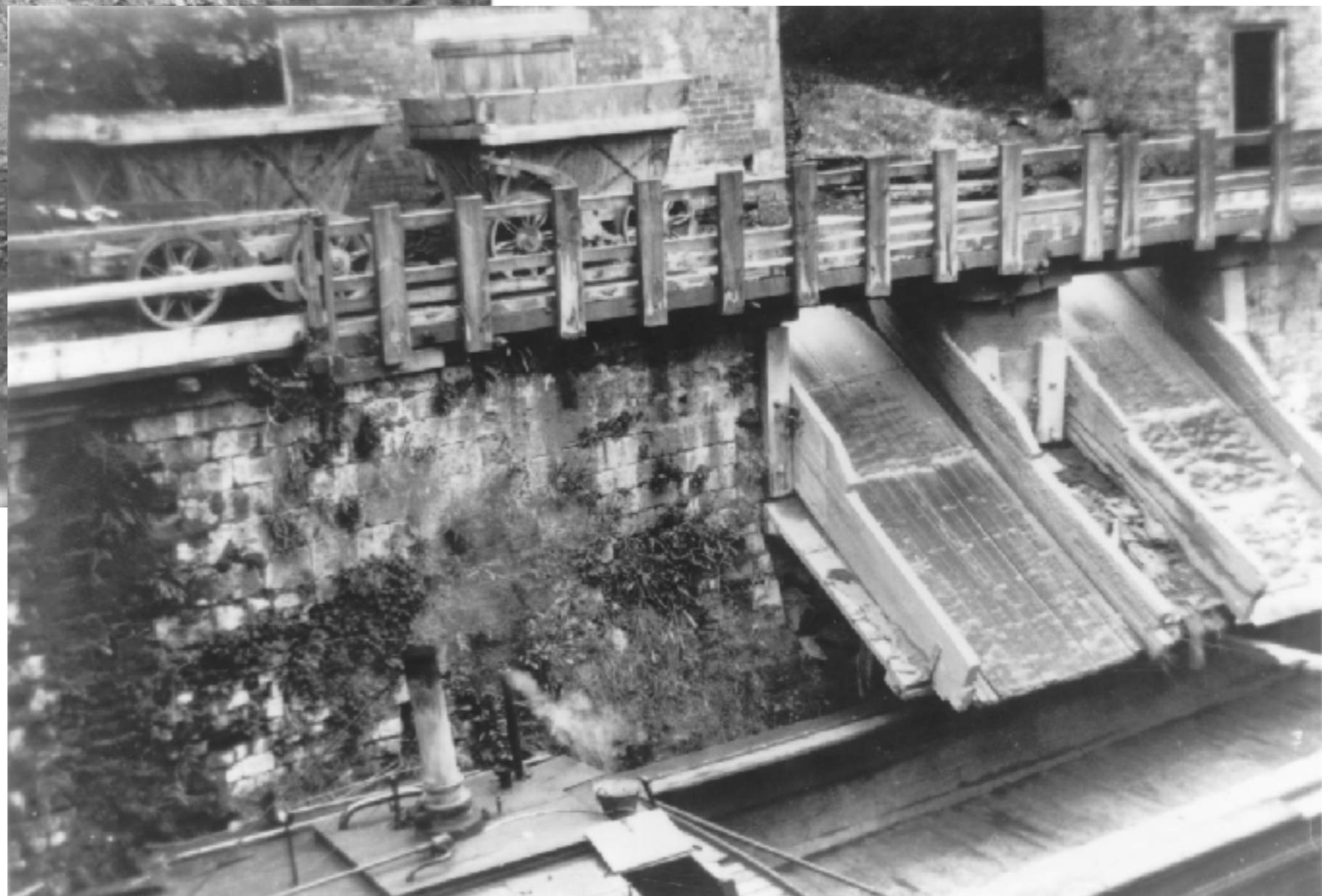


The bridges over the passing loop at the top of the incline gave access to Castle Wood. The tramway then curved to the left before descending the incline to the wharf. On the outside of the curve at the top was a building housing the brake system which controlled the speed of descent, loaded wagons descending hauling up the empties.





Two views of the wharf. Below a steamer is about to be loaded, whilst on the left is a view from 1956, around 25 years since the last cargo was loaded.





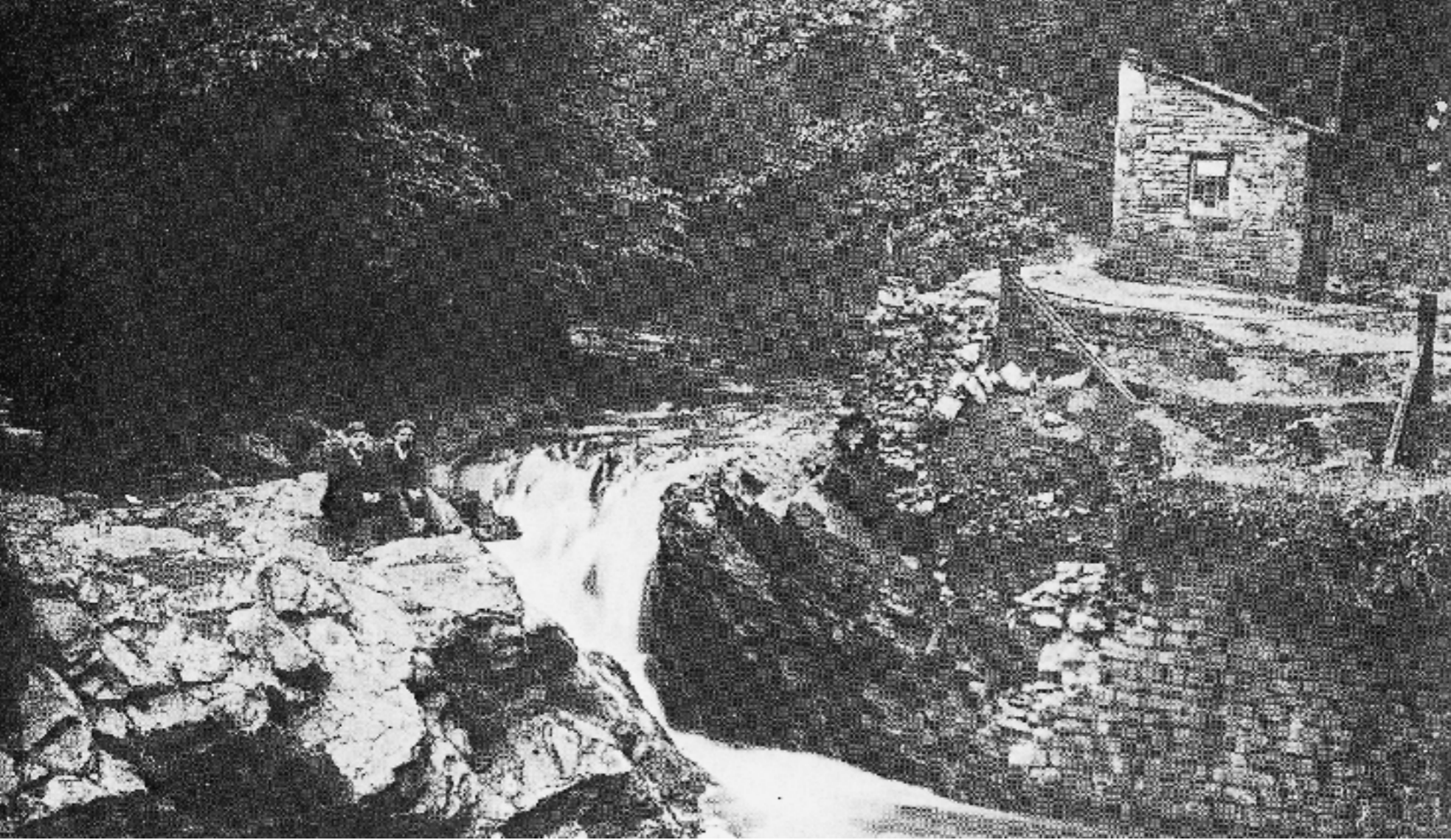
Statement showing Output of Stone at Shipley Lock for the Year 1896 to 1905 inclusive

Year	By Canal					Total	By Railway				Total	By Canal		Total	TOTAL TONS
	Small Stone	Large Stone	Other	Broken Stone	Broken Stone		Small Stone	Large Stone	Other	Broken Stone		Small Stone	Large Stone		
1896.	14641	16350	.	.	16365	37356	1676	1499	.	13510	17015	.	.	.	54401
7.	5648	17932	.	.	18654	42234	689	2265	.	16719	19072	.	.	.	61906
8.	5193	14624	.	.	17220	37737	836	1788	.	18817	21441	.	633	633	59811
9.	5193	9347	.	600	16361	31501	503	1115	.	20087	21705	.	919	919	54125
1900.	4950	9271	.	736	24449	39406	111	1468	.	15619	16198	.	2463	2463	58067
1.	4132	6823	.	.	18416	29371	705	2353	.	18090	21178	.	3173	3173	53722
2.	5635	7992	.	.	22698	36325	102	2534	.	13628	16344	.	5181	5181	58190
3.	1439	7695	.	221	22927	35582	2140	1265	.	10344	14449	.	498	498	50529
4.	1505	7966	.	148	20628	30147	642	2705	129	19810	16316	697	1215	1214	48377
5.	2581	8893	156	.	18225	29555	8	2772	1347	12535	16660	77	703	780	47297
	44417	106893	156	1605	195713	349514	7462	17484	1476	152558	180970	776	12085	15861	546355

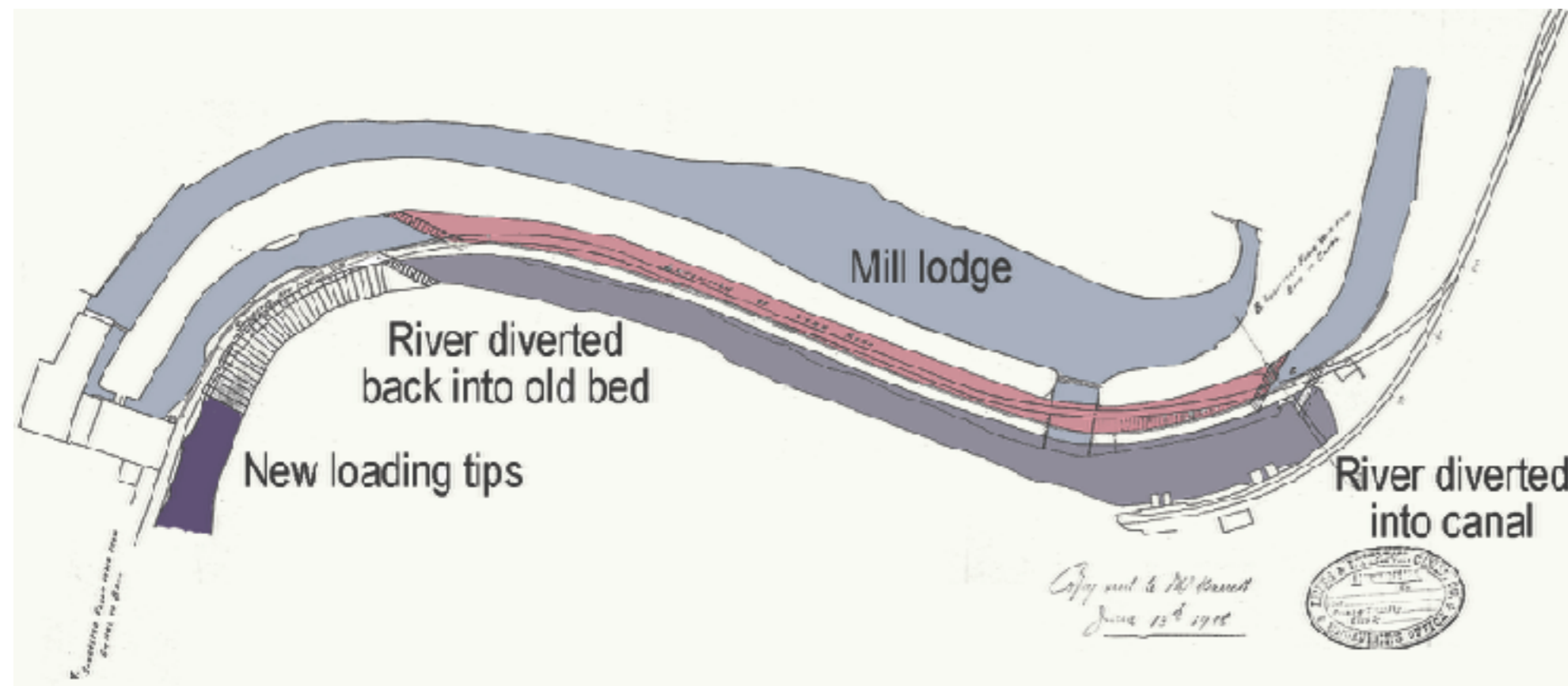
Genl Office,
 Liverpool, August 1906.

Even after the quarry was connected to the main railway system, the canal continued carrying large tonnages. In 1900, some 39,406 tons were carried by canal, while the railway carried 16,198 tons.

Foundry stone was delivered to Bradford, via the Bradford Canal. It was then taken to the ironworks at Bowling and Low Moor, where it was used for purifying the molten metal.



In 1908, there was a heavy downpour, which caused Eller Beck to break through into the canal. The canal needed extensive cleaning, and running the river into the canal permanently, and extending the tramway along the river bed was considered, but rejected on the grounds of cost.

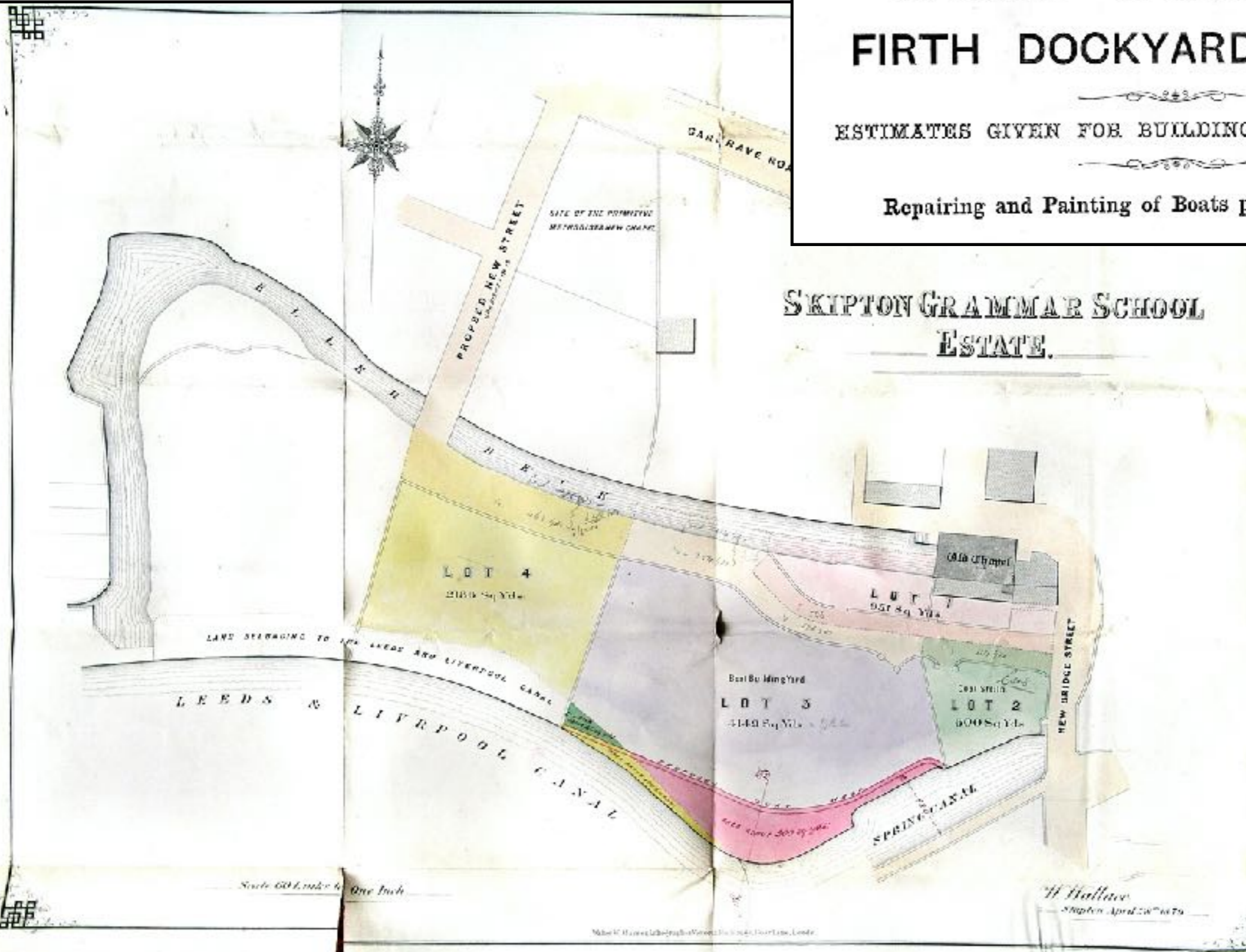


There was a boatyard at the junction of Springs Branch, where boats were maintained. It probably closed when the entrance to the branch was widened around 1880.

FAWCETT BROTHERS, BOAT BUILDERS, FIRTH DOCKYARD, SKIPTON.

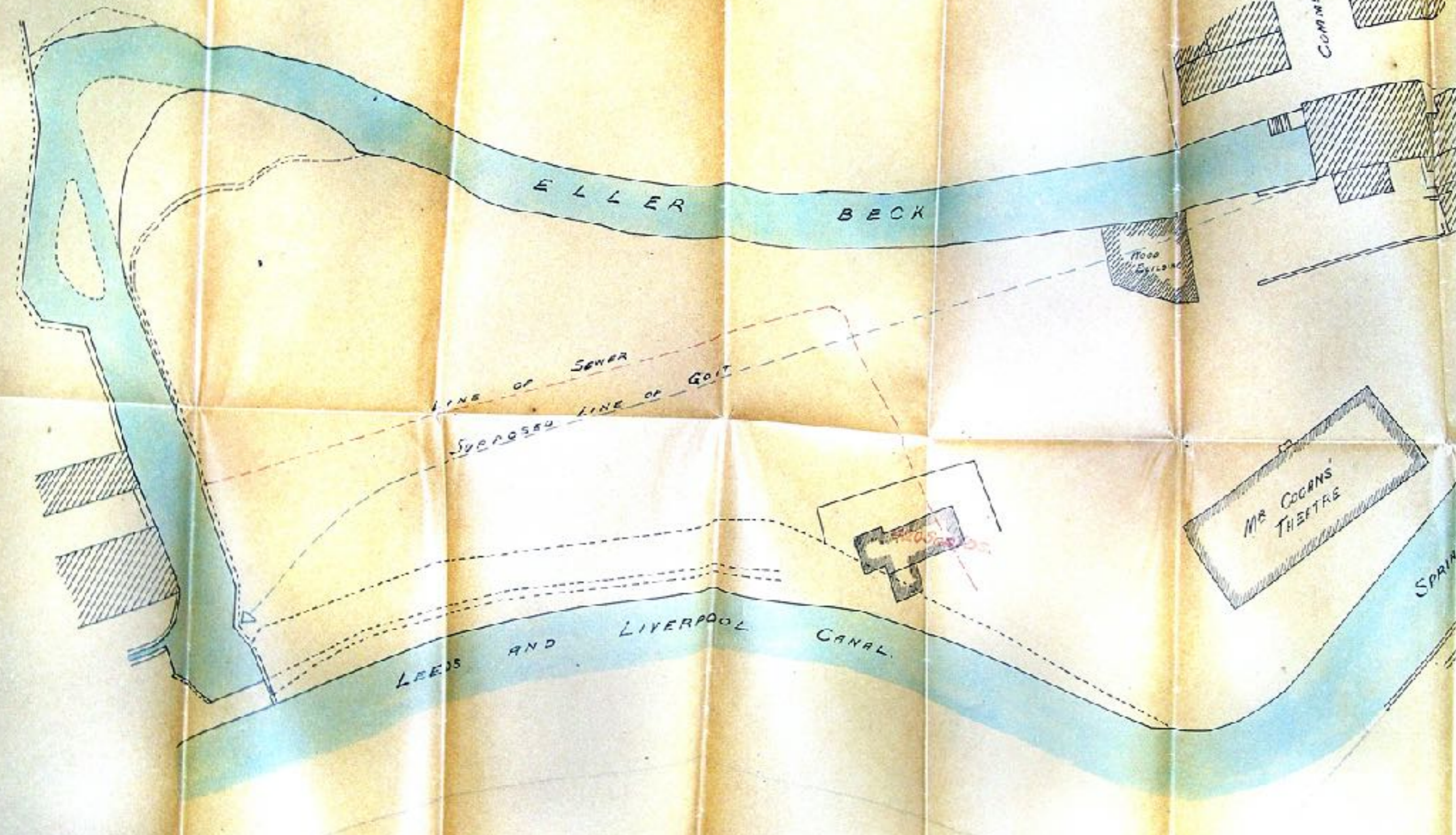
ESTIMATES GIVEN FOR BUILDING NEW CANAL BOATS.

Repairing and Painting of Boats promptly attended to.



SKIPTON GRAMMAR SCHOOL ESTATE.

Plan of "Old Dockyard."



Cogan's Theatre was on the site by around 1890.

Since 2012, ***Kennet*** has been attending events along the Leeds & Liverpool Canal. She is owned by the L&LC Society, who rely upon donations and sponsorship to preserve her for future generations.



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Keeping Heritage Alive

If you have enjoyed your visit, please give a donation to support the Society so we can continue to maintain ***Kennet*** and open her to the public.