

Calf Hall Chimney



Towards the end of the eighteenth century, handloom weaving was the main industry in Barnoldswick. At this time there were very few mills and work was carried out mostly by individuals in their homes. This situation began to change in the early nineteenth century. The first mills came into existence when technological advances allowed water powered machines to carry out the spinning, which meant work was not necessarily carried out at home any longer. The nature of the landscape in

Barnoldswick, with many fast flowing streams, meant that it was well suited to power such machines. The mid to late nineteenth century saw the use of steam power to run the machines. This was more reliable than water power and could allow more efficient working. Purpose built steam powered mills were now able to run more machines, and so the size of the buildings reflected this. Throughout the trail you will find examples from each phase of industrial development. Three of the main ones are:

Bankfield Shed



Butts Mill



Calf Hall



Industry has played an important part in Barnoldswick's past. Along the Stream & Steam Heritage Trail clues to the industrial past of Barnoldswick are highlighted and explained, from the earliest water powered mills to modern aeronautical industry. This leaflet begins to explain the link between industry and subsequent changes in Barnoldswick's social and transportation history as a result.

Stream & Steam



Gillians – an example of an early water powered mill. Originally a group of handloom weavers' cottages, it was converted in the late 18th century when new technology was available that could harness the power of water. Machines such as the spinning jenny were used to harness the power created by the water in order to spin the thread

Bancroft Mill – houses a steam powered engine, dating from 1920. Steam power was more efficient and predictable than water power and therefore replaced it. Steam was converted to power, and by this time powered much more efficient machinery than the early looms and spinning machines. Steam power was evident in the area much earlier than this though, arriving around 1820.

Bankfield Shed (Rolls Royce) – This brings the story right up to date as high tech aeronautical industry is located in this former weaving shed and at a new £7 million manufacturing facility nearby. Manufacturing is carried out by modern computerised precision technology with highly trained engineers. These developments indicate the change in industrial processes in

Transport

Barnoldswick has always been off the beaten track compared to many other mill towns. Until the nineteenth century the full potential of the area being exploited. Raw materials could not reach the area easily

Barnoldswick and the changes in technology associated with them. These changes in industry had a massive impact on the growth of the town. This meant that new facilities were needed in order to serve the new population. Religion played a large part in society and people lived. Therefore new churches and chapels were needed in order to provide places to worship for the new community. In addition new families moving to the area meant that schools were needed to provide for the education of the children. Services such as shops and public houses were also needed. Along the trail different aspects of Barnoldswick's social history can be seen with buildings including chapels, a Sunday School, public houses and even an old mortuary!

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and it was hard to export finished goods out of the area to sell. However as transport technology improved, greater opportunities existed for Barnoldswick to make use of its location and resources. The two modes of transport that are most linked to Barnoldswick's industrial growth are the canal and the railway.



The Stream & Steam Heritage Trail is an opportunity to take a stroll through Barnoldswick and learn about its heritage. The trail charts the changes in Barnoldswick's industrial past, from the earliest water powered mills, on to steam power, and then to modern engineering processes.

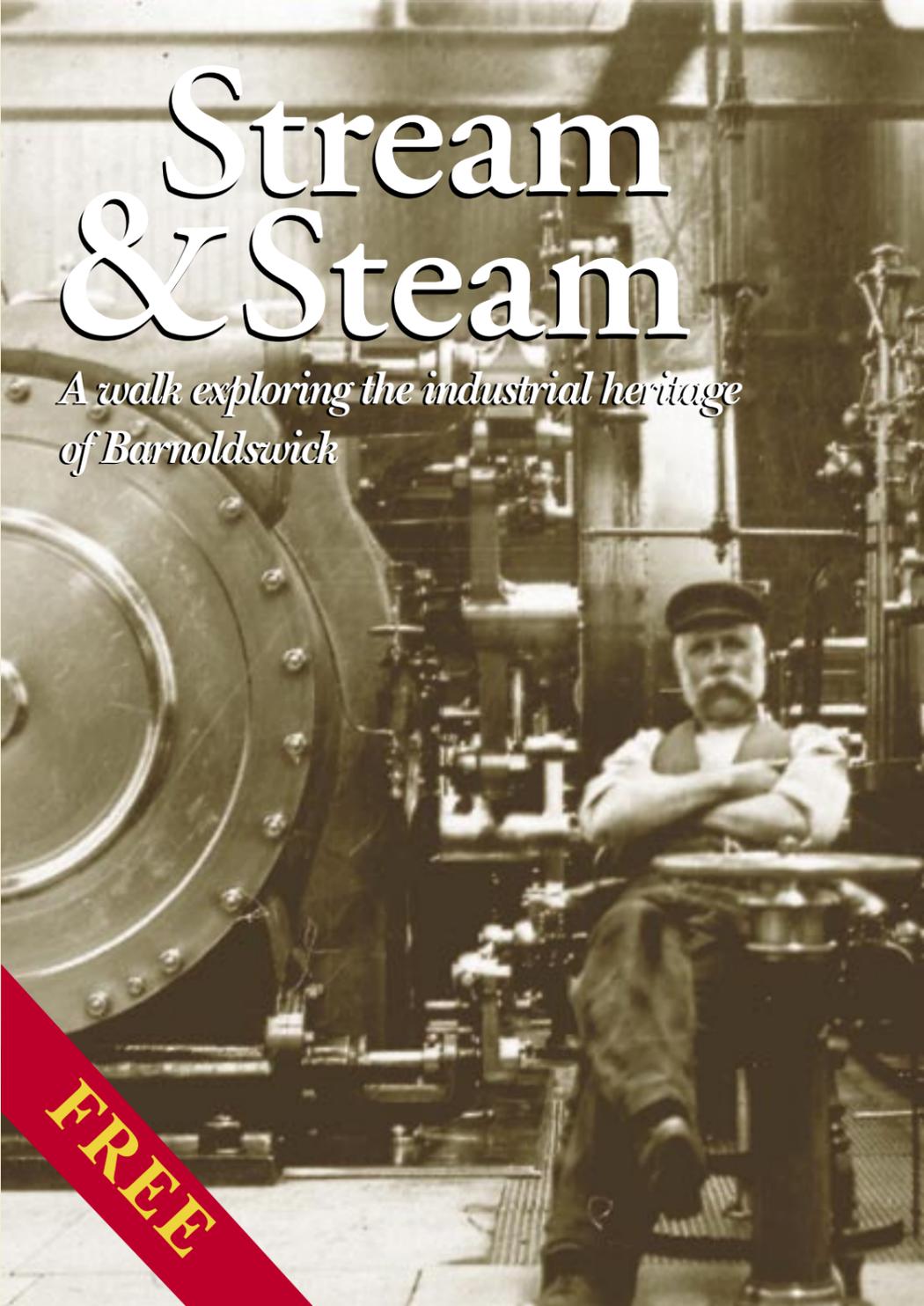
The Stream & Steam Heritage Trail was created as part of a Heritage Economic Regeneration Scheme carried out in the town's Conservation Areas, jointly funded by Pendle Borough Council, English Heritage and Lancashire Economic Partnership.

The scheme has seen significant repairs to many historic buildings and given them a new lease of life. It has also enabled environmental work such as tree planting and footpath improvement along the route.

The scheme has therefore benefited Barnoldswick by enhancing the character of the Conservation Areas, whilst also providing a pleasant and informative walk through the town.

The Stream & Steam Heritage Trail focuses mainly on the industrial heritage of the town, but the growth in industry was encouraged by transport improvements which together prompted many social changes. This leaflet gives a brief insight into what can be seen.

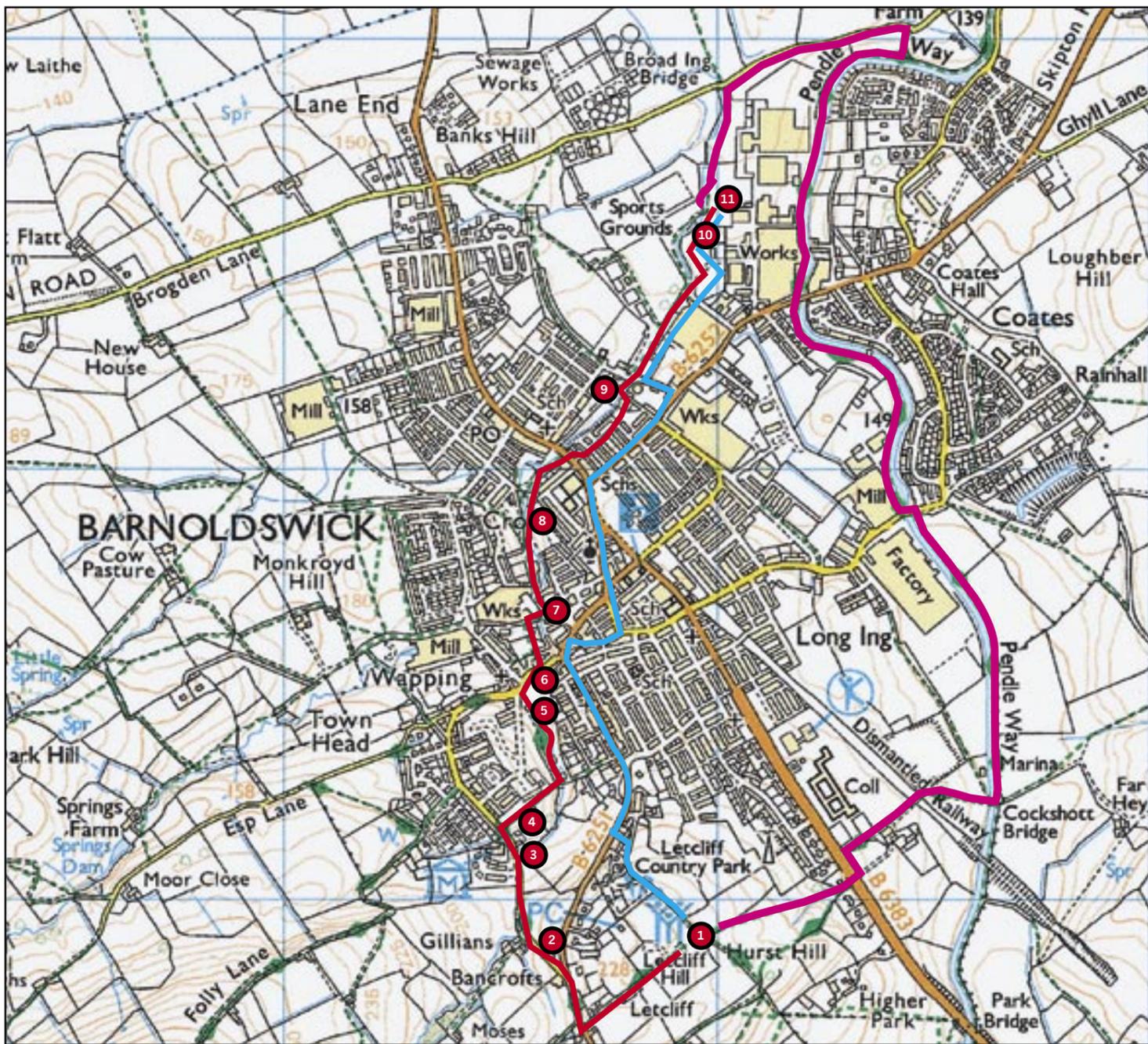
So follow the Stream & Steam signposts and read the information boards to learn more!



Stream & Steam

A walk exploring the industrial heritage of Barnoldswick

FREE



Stream & Steam Trail Return route through town Return route along the canal

A trail of around 2 miles (Approx 1 hour – plus return time)

Start from the car park at Letcliffe Park (1). Follow the lane out of the Park and onto **Manchester Road**, (take care, busy road). Turn right and follow the road until you reach **Gillians Lane**. To the left of the road as you walk down is a complex of buildings known as **Gillians** (2). Gillians shows some of the earliest evidence of the cotton industry in Barnoldswick. The mill and the surrounding buildings have stood since at least 1790, and would have once included a water wheel that was powered by nearby Moor Side Beck.

Continue to follow the lane until you arrive at **Bancroft Mill Engine House** (3). The mill here was built much later, in 1914, although it was not operational until 1920. The weaving shed was demolished in 1978, but the engine house, boiler house and chimney survived and are now the Bancroft Mill Museum. The engine's high and low pressure cylinders are named 'James' and 'Mary Jane', after James Nutter, who owned the mill, and his wife. The engine has been run in steam since 1982 to the present time. The museum is open for viewing every Saturday, where details of steaming days can also be obtained.

Next join the public footpath located diagonally opposite the mill. Follow the path down the **'Forty Steps'** (4) and stop when you reach the weir to the right. This footpath was the route used by the hand loom weavers to collect raw materials from Gillians Mill, and then return to the mill with the woven cloth. The weir was originally a mill dam which collected water to power the machinery at water powered mills further downstream.

Next take the footpath that leads from the bottom of the 'Forty Steps'. Follow the footpath till it reaches the water inlet on the site of the former **Clough Mill** (5). The flagged path where the board is located is actually the former mill race of Clough Mill which was powered by water before 1820. This mill was the first in the town to use steam power after this date, it was demolished in the late 1960's.

Continue down the path to the junction of **Walmgate** (6) and turn right onto the road. On Walmgate are the **'New Ship' Chapel, Sunday School and Old Baptist Chapel**. These are examples of the many religious institutions that grew up in Barnoldswick; the Old Baptist Chapel being first used in 1669. Leave Walmgate by

the footpath located opposite the 'New Ship' Chapel midway down Walmgate. Follow the footpath past the Old Baptist Chapel until it reaches **Butts**.

Located on Butts opposite the end of the footpath is the **Old Mortuary** (7). The mortuary was the location for post mortems to be carried out in the town, and was in use for this purpose until being bought by the town council to use as a store and office.

The trail continues down Butts, past **Briggs & Duxbury's** premises, which was built as a lodging house for itinerant weavers, until reaching the bridged entrance to **Valley Gardens** (8). Valley Gardens is the location of the old mill race for the **Corn Mill**, which can still be seen stretching through the park. This carried the water from the stream we have followed so far along the trail.

Cross the bridge and follow the path through the park to its exit on **Gisburn Road**. Turn right and walk up to the row of shops situated a few metres away at **Ribblesdale Buildings**. At this point cross the road and follow the track down the side of the nursery school.

When the back road forks, take the left fork and follow the cobbled path past **Corn Mill House** and **Corn Mill Cottage** to the right and the side of the Corn Mill to the left. At the bottom of the path the impressive frontage to the **Corn Mill** (9) can be seen. There has been a mill on the site since at least 1582. It was originally a water powered mill before later being converted to steam power. The corn mill has been the subject of extensions and rebuilding since it was first constructed. Much of the present mill is likely to be of later construction and dates from the industrial expansion of Barnoldswick in the early to mid 19th century. Continue past the Corn Mill and out of the yard following the stream to the junction with **West Close Road**.

Cross the road to the entrance of **Victory Park**. Follow the path into the park. When the path forks take the right fork and follow the path round. The extensive **Rolls Royce** (10) factories are located to the right of the path.

Rolls Royce took over the site from Rover in April 1943, and with it the development of the jet engine. The first jet engine designed and built at the site was

the B23 (later named the Welland) and was delivered to power the Meteor in July 1944. This was the first RAF jet fighter and the only Allied jet to see operational service in WW2. The site has now become a facility manufacturing key jet engine components and has produced such engines as the RB211. RB stands for Rolls Barnoldswick.

Follow the path to the final board on the **Stream & Steam trail**.

Return Routes and other Trails

In order to return to **Letcliffe Park Car Park** from the finishing point of the Stream & Steam Trail the following routes are suggested which will take you either through the town centre (**direct**) or along the canal (**scenic**).

Direct

Leave the park by the route you entered, turn left onto **West Close Road**. At the junction turn right onto **Skipton Road**. Remain on Skipton Road through the centre of town, past Holy Trinity Church where it is possible to walk through the grounds. At the **Railway Hotel** continue straight on into **Newtown**. The main Town Square is located off this road with many shops worth visiting. To continue back to **Letcliffe Park**, follow Newtown round onto **King Street** and then **Jepp Hill**. Jepp Hill joins **Church Street** and then **Manchester Road** (take care, busy road); follow Manchester Road till the footpath on the left which leads back up to Letcliffe Park.

Scenic

Continue to follow the stream out of Victory park following the path until it meets **Brogden Lane**. Turn right onto **Greenberfield Lane** and follow until it reaches the footpath which joins the canal. Follow the towpath along the canal, which will involve crossing over the canal at the second bridge. Turn right and continue to follow the towpath on the opposite side until reaching the next bridge (**Cockshott Bridge**). Take the path across the bridge and follow to the road (**B6383**). Re join the path which continues to the left on the opposite side of the road. This leads back to **Letcliffe Park**.

There is an opportunity to join another trail called **'Beating the Bounds'** which starts out at Victory Park. Details and a leaflet are available from the Tourist Information Centre which is identified on the trail map above.

Useful Terms

Spinning

The process by which a mass of staple fibres is converted into a yarn or thread to meet required specifications of thickness, evenness, twist and composition. Spinning can be done by hand, or mechanically.

Weaving

The term weave is used normally to describe the structure of a woven fabric or the process of weaving which is usually carried out on a loom. Woven fabrics are constructed with two sets of interlacing Warp and Weft yarns. The Warp yarns, or ends, are usually wound lengthwise on the loom, while the Weft yarns, or picks, interlace the Warp at right angles to produce the fabric.

Loom

A mechanism on which to weave cloth. The simplest loom is a wooden frame onto which warp yarns are stretched and fixed to two opposite sides. The Weft is then passed up and over the warp threads by shuttle to make a fabric.

Water Power

The energy produced by running or falling water that is used for driving machinery. The energy in the water is harnessed by water wheels. A water wheel was mounted vertically onto a horizontal axis and belts were then used to transfer the power to the machinery. There are two basic types of water wheel. Undershot wheels are placed over fast flowing water and the power of the water on the paddles drags the wheel round. Overshot wheels have the water channelled to pour over the top of the wheel and the weight of the water pushes it round.

Mill Race

The channel of water that provides a flow of water to drive a water wheel.

Steam Power

Where an engine in which the mechanical force of steam is made available as a motive power for driving machinery.

Room and Power

The system where a group of investors erected a mill, installed an engine and let space off to individual entrepreneurs who installed their own looms and preparation machinery and specialised in weaving cloth.

Jet engine

A very powerful engine. When fuel is burned inside the engine, hot air and gases are produced and then pushed out of the back of the engine at high speed which forces the engine forward.



Clough Mill Engine



Weaving at Bancroft Mill



Weaving at Bancroft Mill