A GUIDE TO THE
INDUSTRIAL
ARCHAEOLOGY OF
LANCASHIRE

COMPILED AND EDITED BY MICHAEL NEVELL
AND DAVID GEORGE

Association for Industrial Archaeology
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Each gazetteer has a letter and number that relates to the location map at the beginning of each district and the index. Each record also gives a site's name followed by a location. This is often quite general for reasons of space, but a National Grid Reference is given to aid accurate location.

The abbreviation LB refers to a site's listed building status, and SAM indicates a Scheduled Ancient Monument.

NOTE: The inclusion of sites in the gazetteer should not imply automatic public access. When ever in doubt it is always courteous to ask permission to enter the site.

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DEDICATED TO ROBINA McNEIL, FRIEND, COLLEAGUE, AND TIRELESS CAMPAIGNER
FOR NORTH WEST ENGLAND'S INDUSTRIAL ARCHAEOLOGY

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

This book is being published to mark the AIA's 2007 Conference at the University of Central Lancashire, Preston. The AIA was established in 1973 to promote the study of industrial archaeology and encourage improved standards of recording, research, conservation and publication. It aims to support individuals and groups involved in the study and recording of past industrial activity and the preservation of industrial monuments, to represent the interests of industrial archaeology at national level, to hold conferences and seminars, and to publish the results of research. The Association is a voluntary one. It publishes the Industrial Archaeology Review which is sent twice yearly to members, together with the quarterly Industrial Archaeology News. Further details may be obtained from the AIA Liaison Officer, AIA Office, c/o School of Archaeological Studies, University of Leicester, Leicester LE1 7RH.

CBA NORTH WEST INDUSTRIAL ARCHAEOLOGY PANEL

The origins of the CBA North West Industrial Archaeology Panel lie in the late 1970s and early 1980s when the Association for Industrial Archaeology and the Council for British Archaeology set up a networks of regional industrial archaeology panels across Britain. The membership of these new bodies was voluntary and designed to include both professional and amateur archaeologists, museum specialists, and business people. At the time it was felt that such a broad cross-section would allow the panels to address the twin issues of preservation and record. The current North West Panel maintains that spread of interests and publishes an occasional newsletter, Industrial Archaeology North West, sponsors regional industrial archaeology conferences, and provides a forum for industrial archaeology matters within the region.

AUTHORS AND ACKNOWLEDGEMENTS

Many panel members have contributed to the original research work for the gazetteer, including contributions by Paul Dunkerley, Roger Holden, Peter Iles, Robina McNeil and Richard Newman. However, the selection of sites for inclusion here, and editing and text writing was undertaken by Michael Nevell and David George. The photographs are by Michael Nevell.

COVER ILLUSTRATIONS: front cover: BL10. Daisyfield cornmill, see page 45.
back cover: left to right, top row: BL12, Eanam Wharf; BU07, Finsley Mill; L04, Lancaster Canal; middle row: LV20, Tewitfield Locks; F42, Marsh Mill; L10, St George's Quay; bottom row: S04, Southport Lord Street Station; RV30 Nelson canal warehouse; WL12, Burscough Bridge station.

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THE MODERN COUNTY OF LANCASHIRE AND THE SCOPE OF THE CURRENT GAZETTEER

Modern Lancashire is a product of several late 20th century local government reorganisations. In 1974 the Liverpool and Manchester city regions were hived off to form Merseyside and Greater Manchester, leaving the northern part of the old county palatine as the modern county with its administrative centre in Preston. The resultant two tier system of local government, with a county council and 14 local districts, has survived into the early 21st century although Blackpool and Blackburn were created unitary authorities in the 1990s, and Preston a city in 2002. This complex local government arrangement does not really reflect the industrial character of the county, whereas the geographical split of Lancashire into upland valleys and lowland plains has had more of an impact on the range of industries to be found in the region. Consequently, the following gazetteer is divided into five geographical regions: Lancaster and the Lune Valley; Preston and the Fylde; Southport (technically in Merseyside but economically and geographically Lancastrian) and West Lancashire; Burnley and the Upper Ribble Valley; and Blackburn and the Rossendale Uplands. Within these geographical sections sites are arranged under an alphabetical listing of townships covering industries such as aerospace, canals, engineering, ports and harbours, quarrying, railways, resorts, textiles, turnpikes, and vehicles. It is hoped that this
introductory overview and the section introductions will provide the context on both the importance, rate of survival, and level of study of industry within each area.

The gazetteer does not pretend to be comprehensive but aims to present examples of all the main industries, building upon the two previous industrial archaeology gazetteers for Lancashire published in 1969 and 1982 (Ashmore 1969 & 1982) as well as on the work of many other researchers, particularly that of Mike Rothwell during the 1970s and 1980s. Agricultural buildings (other than those where the industrial processing of products was carried out) have been excluded. The time-frame is from the mid-16th century to the late 20th century, but especially the main period of industrialisation, the 18th and 19th centuries. The guide reflects, as will any such work, concentrations of research in particular areas and since the aim has been to provide locations of sites with visible remains it is also biased towards those industries that have a better rate of survival above ground.

**Recording and Preserving Lancashire’s Industrial Archaeology**

All industrial archaeologists working in North West England owe a tremendous debt to the pioneering research of Professor Owen Ashmore. His work during the 1960s, 1970s, and early 1980s led to a number of landmark publications including the first two guides to the industrial archaeology of Lancashire (1969 and 1982). The current gazetteer has drawn freely upon those works and where appropriate sites referred to in detail by Ashmore in these publications are referenced. His personal archive, which includes field notes and photographs, can be consulted at the archive section of the Manchester Museum of Science and Industry.

The fact that this is the third gazetteer of Lancashire’s industrial archaeology in nearly 40 years reflects both the importance of Lancashire’s remains for the Industrial Revolution and the continuing interest in these sites. Thus, the Lancashire sites and monuments record lists 8908 industrial and transport-related sites within the modern county (of which 182 are listed industrial structures), the largest element of which is more than 1100 textile mills (of which 41 are listed). One of the reasons these are so many industrial sites is because modern Industrial Archaeology encompasses not only the sites of mass manufacture, but also those associated with the distribution of these goods, and rural and urban landscapes fashioned by industrialisation.

One of the aims of compiling the present gazetteer has been to re-visit each of Ashmore’s sites listed in the 1982 county gazetteer, in order to assess how far his database has been eroded, and thereby give an indication of the threats to these 8908 industrial sites. In 1969 Owen Ashmore listed 349 sites within the boundaries of modern Lancashire and 13 years later in 1982 this figure had risen to 465. In this current gazetteer 340 industrial sites are listed. That suggests on first glance that 125 sites, or 27% of the 1982 total, have been lost in the intervening quarter of a century. However, the loss of sites is actually higher since the current authors have included a number of sites which Ashmore did not record in either 1969 or 1982. This means that the real loss rate is around 30%, but is greatest in the largest urban centres, where the loss rate rises to over 40%. Thus, of the 25 sites listed in Blackburn by Ashmore in 1982 only 14 were extant in 2007. In Burnley only 17 of the 37 sites listed in 1982 could be found, whilst in Preston only 12 of the 25 sites listed in 1982 survived. However, two of the largest urban centres, Lancaster and Southport, have seen the number of recorded standing industrial sites rise from seven sites in Lancaster and one in Southport in 1969, to four and six sites in 1982, and in 2007 12 sites in Lancaster and eight in Southport. These latter figures reflect the growing level of fieldwork in industrial archaeology over the last 40 years.

The rate of loss, is of course, not confined to the largest urban centres. During the course of the current survey, which was undertaken between August 2006 and June 2007, the authors encountered several industrial sites during demolition (such as Broad Oak Mill in Accrington) and sites where demolition had just taken place (in Church, Colne, and Nelson for instance). Some categories of sites recorded as upstanding by Ashmore now barely exist in this form. Of the textile printworks sites visited in the 1960s and 1970s only Broad Oak has retained more than the attendant reservoirs, whilst there are no substantial upstanding coal mining remains from the late 18th and 19th centuries left in Lancashire. There were, however, 81 sites that had been restored to a working condition, converted to other uses, or were in use as museums. Many of the restored sites were associated with the restoration of the
canal network in the 1970s and 1980s, but there were also 15 textile mill sites that had been converted to other uses including the working textile museums at Barnoldswick, Harle Syke, and Helmshore. The restoration and re-use of industrial sites in Lancashire since 1969, has, however, been uneven. The Fylde (15 restored or re-used sites) and West Lancashire (16 such sites) accounted for 38% of the 81 restored or re-used sites, whereas they have only 28% of the total number of sites in the gazetteer. The Rossendale Uplands, with 21% of the total number of sites within the gazetteer had just eight restored or converted sites or 10% of the converted total, whilst the Upper Ribble Valley had six sites or 7% and the Lune Valley eight sites or 10% of the converted or restored sites in the gazetteer. Of the five major towns listed in the gazetteer, Lancaster and Preston had the most re-used sites, with ten and seven respectively, whilst Blackburn had three, Burnley five, and Southport three. Clear fashions for restoration or conversion can also be seen throughout the gazetteer, such as for the canal infrastructure, cornmills, cotton spinning mill blocks, urban warehouses, and windmills. Such figures have to be treated with caution, though, as the gazetteer is only a sample of Lancashire's industrial sites, and probably reflect the local approach to conservation as much as the level of economic regeneration. Thus, some of the more notable mill conversions include the striking re-use of weaving sheds in the upper Ribble Valley for retail use as at Boundary Mill in Colne, Hollin Bank Mills in Brierfield, and Moscow Mills in Oswaldtwistle. There are, as well, many industrial sites which are still functioning, aside from the restored waterways, and it is even possible to still hear the clatter of Lancashire looms at Calder Vale Mill in the upper Wyre valley.

Lancashire and Industrialisation

The industrial archaeology of Lancashire is extremely extensive, reflecting the impact of industrialisation on the hills, valleys, and plains of this part of North West England. Between the mid-16th century and the late 20th century Lancashire became the world's first industrial society. This transformation, from a rural, agrarian society to an urban industrial manufacturing society, which was at its peak from the mid-18th to the mid-19th centuries, was led by the industrialisation of the textile industry and the growth of the coal industry. It resulted in the creation of new secondary industries such as engineering and aerospace, the development of a complex transport infrastructure of turnpikes, canals, and railways, and a huge growth in the urban population which is reflected in the expansion of new urban manufacturing centres. It is hoped that this guide will provide a suitable introduction to the physical remains of the industries that created this first industrial society.
INTRODUCTION

The northern part of the modern county of Lancashire is dominated by the Lune Valley and at its mouth the county town and historic city of Lancaster. The town’s origins lie in the Roman period with the site of the Roman fort on top of a hill above the lowest crossing of the River Lune, and on top of this grew the Norman castle, medieval priory, and medieval church. Less well known is the city’s industrial base which begins in the 18th century when Lancaster became an important port trading with northern Europe, the West Indies and the American colonies, importing sugar, tobacco and, later, cotton. The best survivor from this period is Saint George’s Quay. Around this north Atlantic trade developed the ancillary industries of shipbuilding, rope-making, sail-making, block-making and anchor-making. Imports formed the basis of the city’s industrial development in the late 18th and 19th centuries in sugar refining, cotton (such as the canal-side Moor Lane Mills), linen and silk manufacture, furniture making (of which Waring and Gillow’s showroom is the main survivor) and, later, linoleum manufacture (as at the Lune Mills and the Storey family’s Whitecross Mills). The city had three major industrial transport networks running through it. Firstly, the turnpike route southwards to Preston and northwards to Carnforth, which crossed the River Lune on Skerton bridge, built in the years 1783-88. Secondly, the Lancaster Canal, built between 1792 and 1819 and taken magnificently over the river on the Lune Aqueduct, and which also had a branch to Glasson Dock which provided Lancaster with another access to the sea. Finally, the Lancaster and Preston Junction Railway. The latter has left one of the earliest railway passenger buildings in the North West, Penny Street Station, built in 1840 but only in operation for six years, after which the station moved westwards to service the new line to Carlisle and Glasgow.

Lancaster’s industries began to decline in the later 19th century, a victim of the increasing difficulty of navigating the River Lune, the lack of a railway connection to St George’s Quay and competition from the growth of new ports at Barrow in southern Cumbria and Fleetwood on the Fylde.

Lancaster’s hinterland is formed by the coastal towns of Heysham and Morecambe to the west and the Lune Valley to the east and north-east. Morecambe developed as a small railway port and seaside resort after 1849, with the 1930s art deco Midland Hotel being the best representative of these origins, but it was superseded as a port after the building of Heysham harbour to the south in 1897-1904. North of these two coastal towns the landscape is dominated by upland limestone hill country with extensive quarrying and the remains of limestone kilns around Silverdale and Warton, and an early 18th century iron furnace on the Cumbrian border at Yealand. South of Lancaster the mouth of the Lune saw early transport activity at Sunderland Point, an early 18th century transhipment point, and Glasson where the Lancaster Canal has a branch providing the City with another sea connection. There is also early industrial activity with the silk mill at Galgate being one of the best examples left in the county. East and north-east of Lancaster the Lune Valley runs for 18km towards the Cumbrian border at Kirkby Lonsdale, with five major tributaries running into its southernbank; the River Conder, Artle Beck, River Wenning, River Greta, and Leck Beck. It was once served by a branch railway from Lancaster to Wennington. Part of this course is now a cycle path and this includes the dramatic railway and turnpike bridges at Crook O’Lune. The valley contains a number of 17th and 18th centuries cornmill sites such as Capernwray and Castle mills, but was once dominated by water-powered textile mill sites. Of these latter the most significant are the group of mills at Caton village, which include
Caton Low Mill, an Arkwright Mill later bought by Samuel Gregg of Styal Mill in northern Cheshire, and the small late 18th century textile community at Wray Mill, another water-powered Arkwright mill in a dramatic and romantic setting. All of this industry is now gone but there is still a working brick works at Claufton, with aerial ropeways over the A683 forming a surprising scene in the valley.

LANCASTER
L01 CANAL BASIN
SD 474 608
Canal basin, yard, and former fly-packet repair-house from the 1830s. Formerly had a groundfloor dock inside the building. Hoist for lifting boats vertically out of the water survives inside the building.

L02 CARLISLE VIADUCT
SD 471 624
Multiphase viaduct of 1845, 1866 and 1962 originally carrying the Lancaster and Carlisle Railway over River Lune. This originally had main spans of 35m (120ft) in laminated timber.

L03 CARRIAGE WORKS
SD 484 629
On Caton Road, east of the River Lune and north of the city centre is a former railway wagon and carriage works begun in 1865. Used as a shell filling factory in WWI. A long range of mainly single storey stone buildings some with louvred roofs survives.

L04 LANCASTER CANAL
SD 529 923 to SD 608 068
Westhoughton to Kendal section. Built between 1792 and 1819. 67.25 miles long with eight locks all at Tewitfield (see below), a reservoir at Killington, and several large aqueducts. There is also a westerly branch to Glasson which connects the canal to the sea.

L05 LUNE AQUEDUCT
SD 483 639
The finest canal aqueduct in the North West, carrying the Lancaster Canal over the river Lune. Built in 1794-97 to John Rennie's design by Archibald Miller and William Cartwright, with Alexander Stevens & Son of Edinburgh as contractors. It is 183m long, five, 21m span, semi-circular arches, each 18m high and stone-built, with buttresses between arches, concave abutments, entablature above arches, balustraded parapet, and an inscription in Latin over central arch.

L06 LUNE MILLS
SD 463 617
Oilcloth and linoleum works started by James Williamson from 1839 onwards. His son became Lord Ashton, whose memorial in Williamson Park is a dominant feature of the town.

L07 MOOR LANE MILLS
SD 480 617
On the Lancaster Canal east of the town centre are the remains of a late 18th century worsted mill, later converted to cotton spinning. The north and south mills survives and are both four storey stone built structures with internal engine houses. The northern mill is now student accommodation and the southern mill offices.
L08 PENNY STREET STATION
SD 479 611
Lancaster's first railway station, which is now the nurses' home of Lancaster Infirmary (Ashmore 1982, 209). The original terminus of Lancaster and Preston Junction Railway, opened in 1840. Closed after the opening of the line to Carlisle in 1846. A new station with Tudor-style station buildings was opened at Lancaster Castle (SD 471 616). Penny Street station is a two-storey detached classical stone building.

L09 SKERTON BRIDGE
SD 479 624
The bridge combines the classical grace of the ancient Roman bridge at Rimini, Italy, with state-of-the-art 18th century technology, being the first major British bridge to have a horizontal roadway and balustrades across the full width, combined with five elliptical masonry arches of 64ft span with storm-water channels at the piers and abutments. It was designed by Thomas Harrison and built between 1783-1788.

L10 ST GEORGE'S QUAY
SD 474 623
The port was extensively developed in mid-18th century and now comprises a line of four and five-storey stone-built warehouses. Each has a narrow front and faces gable-end onto the quay, with wooden and later iron hoists, and projecting corbels below loading openings to support planks. The classical customs house, designed by Richard Gillow, dates from 1764 (Ashmore 1982, 208).

L11 WARING AND GILLOW'S SHOWROOM
SD 479 619
On North Road survives the furniture showroom with works to the rear of Waring and Gillow. Built 1882. The last surviving building of the 18th century cabinet-makers' workshops is now a nightclub.

L12 WHITECROSS MILLS
SD 480 612
A stone-built cotton spinning factory of 1802 erected by Mason & Co. Later became the Storey family's main mill for oilcloth and linoleum production. On the southern side of the Lancaster Canal. Extensively refurbished.

THE LUNE VALLEY
LV01 BOLTON-LE-SANDS BOLTON MILL
SD 482 687
A stone-built water-powered corn mill, recorded in 1825. The waterwheel was replaced by a turbine in the late 19th century (Ashmore 1982, 189).

LV02 BOLTON-LE-SANDS RAILWAY BRIDGE
SD 483 688
On the Lancaster and Carlisle Railway, opened in 1846. A small bridge with original cast-iron side

**LV03 CAPERNWRAY MILL**  
SD 530 719
Former water-powered corn mill on River Keer. Three storeys, stone-built, external breast-shot wheel, with direct bevel-gear drive to two pairs of stones. Drying kiln with remains of perforated-tile floor to the south.

**LV04 CARNFORTH STATION**  
SD 497 707
Built in 1846 by the Lancaster and Carlisle Railway the station expanded with the building of the Furness Railway in 1857 and the Furness/Midland joint line from Carnforth to Wemington which opened in 1867 providing a link with the Midland's Skipton-Carlisle line and thus with the industrial towns of West Riding of Yorkshire. Four platforms including a very long curved concrete example. The surviving stone buildings are in the vernacular revival railway style with cast iron canopies date from the mid-19th century and are one of the best railway station groupings in the county. There is a Heritage Centre based within the station. To the west is a complex of buildings and structures forming a locomotive and carriage works. Very unusual is the surviving coalage tower and ash plant, with tank, engine shed, and turntable, which forms a remarkably complete complex.

**LV05 CATON, LOW MILL**  
**(LB)**  
SD 527 649

**LV06 CATON, WILLOW MILL**  
**(LB)**  
SD 530 645
L-shaped stone built mill block of three storeys, 15 and 8 bays long and two bays wide. Chimney and engine house at the western end. Two phases apparent. Appears to lie over the leat leading to Low Mill. Now offices.

**LV07 CLAUGHTON BRICK WORKS**  
Centred SD 560 663
An extensive working brickworks complex including two aerial ropeways leading south-eastwards across the A683 towards the clay pits at Clauthon Moor 2km away. Amongst the late 20th century buildings is a two storey stone 19th century structure which might be part of the original works.

**LV08 GALGATE SILK MILLS**  
**(LB)**  
SD 495 557
Started in 1792 on the site of a water-powered corn mill by William Thompson, John Noble, and John Armstrong; later Armstrong's only (Ashmore 1982, 202). The earliest mill is west of the road, and is 6 by 2 bays, with three storeys, and wooden beams and floors with cast iron pillars inserted later, and

*above:* LV 08: Galgate Mills boiler house  
*right:* LV07: Clauthon brick works
projecting round staircase tower at south-west. Later warehouse to the south. Second mill adjoins, and is early 19th century, with three storeys, an irregular plan, and is stone-built in water-shot stone, with a seven-aisled roof, and an internal structure of cast iron pillars, wooden beams. Third mill east of road, dates from 1851, and has five storeys, 4 by 9 bays, brick-built, three-aisled roof, corner plasters, rectangular windows with stone sills and lintels, internal structure of five rows of cast iron pillars, wooden beams, joists and floors, and an internal beam-engine house. Square brick chimney next to a fine boiler house with three arched openings to the north. Also to the north is an 11 bay, two storey, brick processing building. Associated community along the road.

LV09 GALGATE VIADUCT
SD 483 554

LV10 GLASSON DOCK (SAM)
SD 444 561
Dock built in 1783-91 at the mouth of the Lune by the Lancaster Port Commissioners to offset the silting of the River Lune. Linked with Lancaster Canal by Glasson branch, opened 1826, with lock connection between the dock and a large basin at the end of the canal branch. LNWR built a railway branch from Lancaster in 1883 with the idea of developing traffic to Ireland. Closed to passengers in 1930 and station demolished. Goods traffic ceased in 1964 (Ashmore 1982, 205). The line can be followed along edge of the marsh to east as an embankment. The dock is still used by vessels up to 4500 tonnes gross, with the mouth of the Lune acting as the wharf. This is 152m by 61m, with masonry side walls, heavy wooden entrance gates at the river end, a small stone-built office, and lighthouse on the east pier, dry dock on west side filled in. The latter is thought to be the earliest example in the county and is now a SAM. The lock between the dock and the canal basin has masonry side walls, wooden gates at the dock end, wooden at canal end, a swing bridge between gates, winch by Phoenix Foundry, Lancaster, to operate gates. The 2.5 mile long Glasson branch of the Lancaster canal was built between 1823 and 1826 and had six locks. The canal basin is 365m by 275m, with an overflow and iron grille at the west, and a stone wharf on north where there was formerly a warehouse. At the southern end of the swing bridge is a two storey stone built lock-keepers cottage.

LV11 HEST BANK JETTY
SD 465 669
A large sandstone quay at an angle to the shore built in 1820 to service the canal from coastal shipping. Soon superseded by Glasson Dock and was abandoned by the 1850s. Long covered by sand and mud it has been exposed by sea erosion since 2004.

LV12 HALTON, CROOK O’LUNE BRIDGES
SD 519 647 to SD 522 647
Two sets of bridges running east to west across the River Lune east of Halton. The earliest is the southern turnpike bridge from Caton to Halton, a three-span sandstone bridge with depressed arches and a fine balustrade. To the north are two mid-19th century cast-iron railway bridges on sandstone piers. The railway has to span the Lune twice here because of a very tight loop in the river which also forms a narrow gorge at this point.

LV13 HEYSHAM HARBOUR
SD 400 600
46-acre harbour built by Midland Railway 1897-1904 with railway connection from the Lancaster-Morecambe line. Two breakwaters built from Near Naze to the north, Red Nab to the south, enclosing 100 acres of foreshore; 914m of quay walls, concrete with coping of Shap granite. Sandstone built lighthouse on southern wall. Fine stone-built Marine workshops on the foreshore.

LV14 MORECAMBE, PROMENADE STATION
SD 432 643
Fine early 20th century station with stone-built Gothic-cum-Tudor frontage, prominent chimneys, and a large circulation area with iron and glass roof. Replaced an earlier station at the terminus of North Western Railway. Now converted to retail units.
LV15 MORECAMBE STONE JETTY
SD 426 645
A long stone jetty with a stone station house with attached lighthouse is all that survives of Morecambe’s railway port, developed from 1850. The port had a coastal trade, with steamer services to Barrow, Belfast, Fleetwood, and Glasgow (Ashmore 1982, 211). Declined after the development of Barrow as a ship-building centre and the opening of the railway between Carnforth and Wennington.

LV16 MORECOMBE, THE MIDLAND HOTEL
SD 428 643
Near Promenade Station is a late example of railway hotel building, 1932-33 by Oliver Hill with curved frontage to the sea and fine Art Deco fittings. Now being restored. It replaced an 1860s hotel of the same name.

LV17 QUERNMORE, CASTLE CORN MILL
SD 520 609
On the River Conder. Present mill built in 1818 (Ashmore 1982, 220). Overshot, external waterwheel, 11m (36ft) diameter in its own wheelhouse, fed from wooden trough, with rim gearing, pond to east and weir upstream.

LV18 SILVERDALE, LIMEKILN (LB)
SD 468 754
On Bottoms Lane one of 15 extant stone-built limekilns on the Carboniferous Limestone outcrops of Kellet and Silverdale. It has a keystone arch and buttressing.

LV19 SUNDERLAND POINT
SD 426 560
Warehouses at southern end of headland on the western side of the Lune estuary at the lowest mooring site on the river. It was a busy trading centre in the early 18th century. Warehouses built by Robert Lawson, a Quaker merchant from Lancaster (Ashmore 1969). Superseded by Saint George’s Quay at Lancaster. The grave of an early black slave or servant can be seen at SD 4223 5595.

LV20 TEWITFIELD LOCKS
SD 518 736 to SD 519 748
The only locks on the northern arm of the Lancaster Canal between Preston and Kendal, built 1817-19, now cut off from the rest of the canal by the A6070. Eight locks with a rise of 23m from Tewitfield Basin to Salter Mire. Exposed are the masonry side walls and by-passes, but the gates have been removed. The canal is cut by the M6 to the north of the locks. Adjacent can be seen the remains of brick-built coke ovens (SD 519 735).
LV21 THURNHAM, CONDER MILL  
SD 461 554  
East of Lancaster-Cockerham road. Water-powered corn mill on river Conder, bought by Lancaster Canal in 1824, when they were building Glasson branch, and rebuilt. Water taken from river to canal, through mill, and by tail race to canal below lock to south of mill (Ashmore 1982, 225). Mill three-storeys, stone-built, pitched slate roof, central loading openings. Now converted to a public house.

LV22 WARTON, LIMEKILN (LB)  
SD 496 724  
At Crag Road is one of 13 extant stone-built limekilns on the Carboniferous Limestone outcrops of Warton and Yealand. It has a keystone arch and quoining.

LV23 WRAY COTTON MILL  
SD 604 671  
A 1792 Arkwright water-powered cotton spinning mill on the eastern side of the River Roeburn, south of the village, founded by Margaret Hodgson & Co. Also used for silk spinning. The mill lies in a narrow, steeply-sided, part of the valley at rightangles to the river and is four storeys high and one by three bays, with loading bays on the eastern, road, side. To the north is a single storey drying building and east a manager’s house. South is a row of five two storey stone built cottages the northern one of which retains a cellar possibly used as a loomshop. These appear to be contemporary.

LV24 YEALAND, LEIGHTON FURNACE  
SD 485 778  
Ruins and earthworks on the northern side of the beck below Leighton Beck Farm relating to the Leighton charcoal blast-furnace in operation between 1713 and 1806 and built by the Backbarrow Company. Iron ore brought across Leven and Cartmel sands by cart from Dalton in Furness. The top of the furnace is visible as are earthworks for a forge and a stone-lined wheelspit. There is slag all around the site. The only such site in Lancashire but part of the Cumbria charcoal furnace group.
INTRODUCTION

Whilst Lancaster is the county's historic centre, Preston is the modern administrative, educational, and transport heart of Lancashire, with the county council offices, the University of Central Lancashire, and the junction of the M6, M61, and M65. Preston was only made a city in Queen Elizabeth II's Golden Jubilee year of 2002. It dominates the centre of the modern county, although its origins lie in the medieval period as one of the historic county's four medieval royal boroughs. This ancient market town was transformed by the development of the cotton industry from 1791, when John Horrocks built his first mill in the area of Stanley Street, east of the parish church, although little of this vast complex now survives. Two main groupings of cotton mills survive in the present city. There is a row of six mills along the northern arm of Lancaster Canal and this group may be examined by walking north from the UCLAN campus to Blackpool Road and back along the towpath of the canal to Aqueduct Street, from where the line of the Lancaster Canal into the town centre is now built over. To the east of the city centre either side of New Hall Lane are a further eight mill sites with associated weaving sheds. As well as having the southern terminus of the northern branch of the Lancaster Canal, and its own 19th century dock facilities on the western side of the town, Preston was also an important railway junction where eight lines converged, only two of which have closed. The modern city also retains a number of notable 20th century transport buildings such as the 1960s bus station and the earlier office buildings for the Ribble Bus Company. Ancillary industries included a strong engineering base, remains of which can be seen to the north of New Hall Lane.

To the north-west of Preston is the Fylde, a low lying district covering roughly 20km by 20km. This area is bisected by the River Wyre, which runs north-eastwards for more than 20km into the western Pennine foothills. North of the River Wyre is a large area of lowland bog, Pilling moss, which was drained in the 18th and 19th centuries and now has a distinctive, almost fenland landscape quality. The western edge of the Fylde is dominated by the 19th century industrial resort town of Blackpool with its extensive tramway system, pier, and tower. Beyond Blackpool the character of the industrial archaeology of the Fylde can be summed up in three words: airports, creeks, and windmills.

The prevalence of windmills on the Fylde reflects both the dominance of grain growing and the geographical suitability of this low-lying flat area for such structures. Yates' map of Lancashire from 1786 shows 19 windmills on the Fylde, which explains its title of 'Windmill Land' in the 19th century, and even in the early 21st century there are still 10 extant windmills, the biggest grouping anywhere in the North West. All of these are brick-built tower mills ranging from three to five storeys. The best preserved examples, Little Marton, Lytham, and Marsh Mill, have boat shaped caps, sails, and fantails. Most of the other examples on the Fylde have just their boat shaped caps. The last surviving post mill in the area was Warton Peg Mill, the above ground remains of which were lost in the 1990s, although the foundations were recently excavated and two millstones can still be seen on the site.

Before the rise of Fleetwood and Preston as 19th century ports the anchorages of the Fylde were very significant transhipment points into Lancashire. Amongst the most significant were Skippool Creek north of Poulton and Wardleys Creek north-west of Hambleton both on the River Wyre. Poulton became a significant port with its own customs house and their merchants' controlled the warehouses at Skippool Creek and Wardleys Creek such as those built by the Blackburn brothers of Thistleton.
Village in 1825. Freckleton, Lytham, and Saltcotes on the southern Fylde coast were also used as anchorages and transhipment points.

One of the geographical factors which encouraged the building of windmills, the flat nature of the landscape, also led to the development of a uniquely 20th century industry; aircraft production and airports. Manufacturing sites were established at Blackpool, Lytham (for seaplanes from 1917 to 1924) and Warton, although only Warton now survives. In terms of aerodromes the Fylde saw some of the earliest in Britain; Blackpool Squires Gate from 1906 and a few years later Stanley Park, whilst during the Second World War the airfields at Warton and Salmesbury were established. Of these, Warton is now a private aerodrome associated with the BAE Systems factory there, whilst Blackpool is a growing regional feeder airport. Sadly, the seaplane assembly hanger at Lytham was demolished in the 1990s.

The remains of the Fylde’s textile industry (flax was imported from the Baltic through the port of Wardleys at mouth of River Wyre) are now represented by a row of weavers’ cottages on the southern side of Preston Road at Kirkham, a medieval market town that became known in the 19th century as the ‘cottonopolis’ of the Fylde. There are, however, a number of important early water-powered cotton spinning mill sites in the upper Wyre valley, such as Calder Vale where the clatter of Lancashire looms can still be heard.

PRESTON
P01 AQUEDUCT STREET MILL
SD 529 304
Begun in 1846 this is a 10 bay, five storey, cotton spinning block with corner pilasters. The western engine house, for which vertical cast-iron brackets survive for the vertical drive shaft, was once central but the western wing has been reduced to a single storey. There is a southern timber loading bay with cast-iron columns by the Dallam Forge Company of Warrington.

P02 ARKWRIGHT MILL
SD 532 302
A cotton spinning mill of 1854 with four storeys, corner pilasters and tall rectangular windows with stone lintels and sills on Great Bank Street. The internal structure is of cast iron pillars and timber beams. The upper floor appears to have been re-built in the 20th century.

P03 BAMBER BRIDGE MILL
SD 566 255
Large cotton spinning mill of 1907, with five storeys and basement, large window area, ornamental water tower with stone decoration and the name ‘Bamber Bridge Spinning Co’.

P04 BAMBER BRIDGE, PENWORTHAM MILL
SD 540 273
Originally a water powered site on the River Ribble at Lostock and was running by 1810. A large complex of 19th century buildings with 20th century additions including beam engine houses, boiler houses, and proc-
long Penwortham embankment from Carr Wood northwards to the River Ribble. The Walton summit junction with the Lancaster canal has now been lost under late 20th century industrial buildings, as has the northern canal basin.

**P06 BAMBER BRIDGE STATION**
SD 564 258
A two storey vernacular stone building east of which is a level crossing for Station Road and beyond this is a three storey wooden signal box.

**P07 BUS STATION AND CAR PARK**
SD 541 296
Situated at the foot of Church Street it has a glazed passenger platform with bus bays at back and parking area for buses next to road. 13 floors for multi storey car parking. Each floor has curved metal ends with safety rails behind forming distinctive cantilevered bays that project over the bus-parking area. Built in the 1960s.

**P08 BANK TOP MILLS,**
**TROUT STREET**
SD 550 292
A four storey brick-built cotton spinning mill of the 1840s survives along Trout Street, 7 by 2 bays, but there is also a largely rebuilt brick range fronting Salmon Street.

**P09 BROOKFIELD MILL**
SD 538 305
Three and four-storey cotton spinning buildings of the 1840s, internal structure of cast iron pillars and timber beams, later weaving sheds, partly demolished (Ashmore 1982, 219).

**P10 CENTENARY MILL (LB)**
SD 551 297
On the northern side of New Hall Lane, built by Horrockes in 1895, four stores, 25 by 9 bays, large windows, ornamental frontage with projecting towers, internal structure of cast iron pillars, steel beams and concrete floors (Ashmore 1982, 219). To the rear is an earlier square-sectioned brick chimney. Now converted to accommodation.

**P11 CORN EXCHANGE**
SD 536 294
On Lime Street, dating to 1822-4, expanded in 1882. Brick-built, nine-bay façade with a three-bay central pediment and cupola.

**P12 DEEPDALE OMNIBUS SHEDS AND OFFICE**
SD 544 304
The fine stone-built office building at the front is in Scots Baronial style with Art Nouveau windows. This was the headquarters of the Preston Cor-
poration Tram and Bus Services. Behind is a tall brick-built tramshed with a clerestory roof. The bus garages are situated to the north of the office.

**P13 FISHWICK MILLS**  
SD 550 294  
On Salmon Street and established in the 1860s, the remains include a four storey cotton spinning range 9 by 12 bay in brick and to the north and north-east later weaving sheds. A late 19th century spinning block with a ruinous engine house also survives at the north-eastern end of the site and on the eastern side of Salmon Street a large weaving shed.

**P14 HANOVER STREET MILL (LB)**  
SD 533 301  
Built in 1796 as a cotton spinning block by Horrocks, and probably the oldest surviving mill building in Preston (Ashmore 1982, 218). It is three storeys high with a basement and 11 by 3 bays long, with rectangular windows with stone sills and lintels. There is a central three-bay pediment with stone quoins and a plaque dedicated to Arkwright.

**P15 HAWKINS STREET WAREHOUSE**  
SD 531 301  
Redbrick one and two storey warehouse range with two arched entrances adapted for road transport services/distribution.

**P16 HOISIERY WORKS**  
SD 532 298  
Built in the period 1824-49 on Ladywell Street this is a four storey, stone built, 5 by 10 bay warehouse structure. The floors comprise wooden joists and transverse beams supported by cast-iron, circular-section, columns. The roof structure comprises a series of nine softwood king-post trusses with fish-bone struts, each of which was supported by a pair of cast-iron hanging knee braces to the collars and unusual large cast-iron braces under each end of the roof trusses. Now converted to student accommodation.

**P17 HORROCK’S MILLS**  
SD 544 295  
Very little now survives on Church Street of this, the earliest and largest single mill complex in Preston. Founded in 1791 by John Horrocks as a steam-powered mule spinning mill. A four storey brick office and warehouse block and a weaving shed are the only survivors. There is an excellent model of the full site in the Harris Museum and Art Gallery.

**P18 LODGE STREET BREWERY**  
SD 533 301  
A former brewery in orange and redbrick with two storey offices at the front and a four storey tower behind. There is also a 20th century garage built to the rear.

**P19 MARSH LANE MILL**  
SD 529 294  
Only the warehouse of the mill survives and this is three storeys and 3 by 7 bays with two loading doors and an external hoist facing Lodge St.

**P20 MAUDLAND ROAD GOODS STATION**  
SD 532 298  
Original terminus of Preston & Wyre Railway, opened to Fleetwood 1840, to Lytham and Blackpool 1846 (Ashmore 1982, 218). The road overbridge is still in use north of the University of Central Lancashire campus and a short overgrown length of track is visible to the east, south of the bridge. A large single storey goods shed of two periods in brick and stone with five bays and two half bays at each end. Note the height of the random stone courses on the west side which may be the former boundary wall. The building has been converted into a lecture theatre.
P21 MILLS
NORTH OF NEW HALL LANE
Centred SD 55 29
An important grouping of five mills on the eastern side of Preston in the area formerly known as New Hall Lane Fields, which also includes Centenary Mill (see above). Pitt Street Mill (SD 534 294) was built around 1826 and is a brick-built structure of five storeys plus basement and attic, five rows of cast iron pillars, timber beams. Hartford Mill (SD 551 298) on Geoffrey Street was built in 1860 as a four storey, 18 by 6 bays, brick structure with corner pilasters, and an internal structure of cast iron pillars and timber beams. Adjacent is the Alliance Works (SD 552 298), a 500 loom steam mill of 1862 but it began as a three storey handloom weaving shop. Deepdale Mill on the corner of Deepdale Mill Street and Ribbleton Lane (SD 552 299) was built by the Isherwoods in 1851 as a weaving mill with 600 looms. It closed in 1936 and is now in multiple occupation.

P22 OLD TRAM BRIDGE
SD 542 286
The bridge was rebuilt as a faithful concrete copy of the original wooden structure in the 1960s, but retains the original stone abutments, across river Ribble on the route of the Preston and Walton plateway. It was built in place of the originally planned aqueduct to connect northern and southern arms of Lancaster Canal by William Cartwright. It opened 1803, and closed in 1864. To north was an incline still visible in Avenham Park operated by stationary steam engine at the top (now gone). However, the trackbed for the tramway can be traced through Walton-le-Dale, partly as a footpath and part of the wall of the present footpath is built with stone sleepers which formerly held the rails.

P23 PENWORTHAM BRIDGES
SD 530 283
The old bridge is just west of the railway viaducts and is an 18th century, stone-built, humped, structure with five segmental arches, four piers in the river bed, triangular openings in parapet walls, and a roadway of stone setts (Ashmore 1982, 218). Downstream is the early 19th century turnpike bridge, a sandstone structure with three wide, segmental arches, and rectangular openings in parapet wall.

P24 PRESTON RAILWAY STATION
SD 534 290
Late 19th century yellow brick buildings and three-aisle train shed, marks the site where the

P25: Preston Docks
North Union Railway from Wigan terminated after its opening in 1838 (Ashmore 1982, 217). The station is approached across the river Ribble by two fine viaducts.

P25 PRESTON DOCKS
Centred SD 515 296
The Ribble was navigated up to Preston by small vessels from the 17th century with an anchorage below Penwortham Hill. The main port came in the 19th century, following the creation of the Ribble Navigation Co, the deepening of the approach channel and the draining of the marshes along both banks of the river (Ashmore 1982, 219-20). The Main Dock survives along with the hydraulic lock gates but many of the associated structures have been demolished. Dock 914m by 183m with walls of Longridge stone, approached by a lock with two compartments from a basin north of the river. The New Dock, centred SD 515 296, was built in 1883-92, it involved the diversion of the river to the south and the building of a 457m long quay wall. A hydraulic power system ran not only the lock gates but cranes, hoists and capstans, some of which survive.

P26 PRESTON DOCKS SWINGBRIDGE
Centred SD 509 294
A late 20th century swing bridge carries the Ribble Steam Railway over the dock entrance. There is also a new boat lift. West of the swing bridge is the half tide basin which joins the estuary through a sea lock, depth 35 feet, with two pairs of gates.

P27 PROGRESS MILL
SD 526 303
This is a single storey, brick-built, weaving mill on Shelley Road of 17 by 6 bays with side entrance doors for workers. A rare survival of a Preston weaving mill company.

P28 RIBBLE MOTOR SERVICES OFFICES AND FORMER GARAGE
SD 547 288
Located on Frenchwood Avenue the offices are brick-built from the 1930s with two wings and
a central columned entrance with the Ribble monogramme above. The garage, which is still in use, is a long brick-built shed with steel trusses supporting the roof of several periods, on the adjacent Selbourne Street.

**P29 ROCKWELL INTERNATIONAL ENGINEERING WORKS**  
SD 530 302
On the western side of Greenbank Street is a long single storey, three bay wide and steel framed, workshop from the mid-20th century. Notable for the continuous windows on the Greenbank Street frontage.

**P30 SHELLEY ROAD MILLS**  
SD 525 303
Two cotton spinning mill blocks survive at the top of Old Lancaster Lane. The eastern block is a five-storey fireproof mill of c 1857 with corner pilasters and an internal engine house for a compounded steam engine. The western range is four storeys, 10 by 2 bays and has an internal engine house at the northern end of the range. There are weaving sheds to the north.

**P31 TULKETH MILL**  
SD 524 309
Late (Edwardian) cotton spinning mill designed by Fred Dixon of Oldham. Built 1905 by Tulketh Spinning Co. Four storeys, machine brick with yellow-brick decoration, 42 by 13 bays, maximum window area, internal structure of cast iron pillars, steel beams, concrete floors. Six-bay engine house at south-east, ornamental water tower, tall circular brick chimneys (Ashmore 1982, 219).

**P32 WAREHOUSES IN CORPORATION ST. & MARSH LANE**  
Centred SD 534 296
These include Crook & Sons Colonial Buildings, a four storey redbrick structure with stone banding and loading bays down side in Edward St. Adjacent is the four storey Askept and Company’s warehouse which has the Dutch gables and typical half-basement for packing. To the north is a two storey office and possible shop or saleroom wing with wooden window surrounds. There are smaller and earlier textile warehouses and workshops to the north-east of Marsh Lane close to former canal basin now cleared.

**P33 WEST STRAND ENGLISH ELECTRIC FACTORY**  
SD 524 297
Formerly Dick, Kerr & Company traction equipment works built on reclaimed land west of the Strand Road. Opened in 1900 the surviving brick-

P32: Corporation Street Warehouse

built buildings consist of a 250m long erection shop, pattern shops, and brass foundry. Made tramway motors and power station generators. It employed 1400 people by 1919.

**THE FYLDE**

**F01 BLACKPOOL TOWER**  
SD 306 360

**F02 BLACKPOOL, NORTH PIER**  
SD 305 364

**F03 BLACKPOOL, NORTH RAILWAY STATION**  
SD 310 367
A striking concrete terminus station with a booking and arrival hall formed by tall, wide, arched
concrete trusses forming a single rectangular space. The original station was built in 1846 as the terminus for the Poulton, Blackpool, Preston and Wyre Railway and rebuilt in 1896-8. The current station dates from 1973. The platforms are on the north-eastern side of the booking hall and have concrete cantilevered canopies and originally covered 10,000 square feet. The station also has two mechanical signal boxes.

**F04 BLACKPOOL, TALBOT ROAD
MULTI-STORAGE CAR PARK AND BUS STATION**
SD 310 365

One of the very earliest purpose built car parks in Britain. Completed in late 1939 by G W Stead of Blackpool Corporation. Constructed by the Atherton brothers of Blackpool. Municipal bus station comprises ground floor and upper floor main floors and mezzanine accommodates around 750 cars. The building has a steel and concrete frame and was extended later by the addition of sloping floors on the western side. Exit entry ramp 1 in 7.5 gradient and maximum of 1 in 10 on circular spiral ramps. Exterior refurbished.

**F05 BLACKPOOL,
TRAM SHEDS AND DEPOT**
SD 307 350

Situated on the southern side of Rigby Road and the main depot for the tram system. The system was built in 1885 as the first electric tramway in Britain running initially two miles along the promenade. Previously operated by three companies with different systems the Corporation became sole owner in 1920. By 1962 this was the last all-street tramway in Britain. There are 25 track miles from Starrgate at the southern end of the town to the ferry terminal at Fleetwood. The gauge is 4ft 8.5in and two of the early vehicles are preserved at the National Tramway Museum at Crich. The tram sheds at Blackpool comprise two ranges of three bays of red brick sheds with A-frame steel trusses. There is a terracotta office building adjacent and later bus garages to the east.

**F06 BLACKPOOL,
SQUIRES GATE AIRPORT**
Centred SD 316 313

Scene of the first British Aviation meeting in 1909 and replaced the nearby Stanley Park as the municipal aerodrome in the 1930s. RAF base during WWII and developed after the war as a short-haul and feeder airport. Refurbished wartime control tower still in use but new passenger and helicopter terminal.

**F07 BLACKPOOL AIRCRAFT SHADOW FACTORY**
I

FO8: Little Marton Windmill, Blackpool

FO7 BLACKPOOL,
AIRCRAFT SHADOW FACTORY
Centred SD 324 320

Built for Vickers Aviation in 1940. Has long red brick two storey administrative block at the front (north). Factory is a tall, north-light hanger-type building with metal framed windows covering c. 83000m². 2580 aircraft were produced here including the Wellington Bomber. Closed 1957 and now an industrial estate.

FO8 BLACKPOOL,
LITTLE MARTON WINDMILL  (LB)
SD 349 342

Built 1838 and last worked around 1928 but now restored. Four-storey, brick-built, white-washed tower on a low mound with a boat-shaped wooden cap, four common sails and a tailfin. Restored in honour of local historian Allen Clarke. Machinery moved to Lytham Windmill

FO9 BURN NAZE CHEMICAL WORKS
SD 342 442

A 500 acre complex on the western bank of the River Wyre. Started by the Fleetwood Salt Company in 1890 with two shafts 470 feet and 900 feet deep producing at its height 3500 tons of mined rock salt per week. Mines on the eastern bank of the River Wyre at Preesall began in 1893 where many flashes can still be seen. Preesall closed in 1930 when brine extraction started. The site later became part of United Alkali Company and later still ICI and was converted to an ammonia soda works. During the Second World War the site was taken over by the Ministry of Supply and producing phosgene and chlorine gases. In 1947 the site was purchased by ICI and produced a variety of products including chlorine liquid and PVC. Most of the buildings were demolished during the 1990s though a tall chimney still dominates this part of the River Wyre landscape.

F10 CALDER VALE MILL
SD 533 458

Cotton mill and community in the middle valley of the Calder which was quite intensively used for water power. The mill is 1835, but site earlier. Four storeys, stone-built, latrine tower on south front, internal structure of two rows of cast iron pillars and timber beams, joists, and floors, main rooms 29m by 14m. Site of former waterwheel to south, and tail race in tunnel, head race from weir and pond 274m north. Replaced by water turbine. Mill also had a beam engine and later a National gas engine. Long row of two-storey stone-built cottages and Methodist chapel north of mill, other housing on hillside to west. Still functioning as a textile mill in 2007.

F11 CLIFTON WITH SALWICK,
CLIFTON WINDMILL  (LB)
SD 464 313

Brick-built five storey tower mill on a mound with boat-shaped wooden cap built by the millwright Ralph Slater in late 18th century. Iron cross, on which common sails were mounted, and staging for fantail to turn cap with the wind survive. Associated 19th century brick buildings to the east. Restored and re-used as part of the Windmill Tavern.

F12 CLIFTON WITH SALWICK,
LANCASTER CANAL BRIDGE
SD 464 330

Fine stone-built skew-arched accommodation
bridge over the canal (No 26). On tow-path adjacent is a preserved cast-iron canal finger-post.

**F13 CLIFTON WITH SALWICK, MILLENNIUM CANAL LINK**
SD 509 312 to SD 477 297
At Lea Gate on the A583 a bridge crosses the tidal Salwick Brook as it runs in land from the Ribble Estuary. Since 2000 it forms the link with the northern section of the Lancaster Canal, two to three miles further on. Here a staircase of three newly built locks lifts the boats to a turning basin which joins onto the canal.

**F14 DOLPHINHOLME, CORLESS MILL** (LB)
SD 517 528
Water-powered corn mill on the river Wyre. Only the water wheel and wheel pit now survives. Iron-tension waterwheel, breast-shot, 5.3m (17ft 6in) diameter, 1.5m (5ft) wide, with eight main square-section iron spokes with two tension bars crossing between each pair, penstock with iron sluice and grille in front (Ashmore 1982, 202). Dried up race from weir immediately upstream now infilled but visible as slight earthwork.

**F15 DOLPHINHOLME MILL** (LB)
SD 519 534
Former worsted spinning mill south of bridge over River Wyre. Started in 1784 by Thomas Edmondson, Lancaster ironmonger, with two partners, using Arkwright water frames. Taken over in 1795 by Hinde & Patchett, who built new mill with very large waterwheel, cottages for workers, church and school. Steam engine installed in the early 1820s. After 1850 used for cotton spinning and weaving. Closed in 1867 (Ashmore 1982, 202). Restored mill building is four storeys high with a top weaving loft, and 7 by 3 bays. Now converted to housing. Two rows of workers’ cottages (Cor-

F13: Millennium canal link

less Cottages), of two and three-storeys and two-storey warehouse in village north of Wyre bridge in watershod stone.

**F16 FLEETWOOD DOCKS**
SD 334 469 and SD 336 472
The River Wyre was dredged in 1840 to allow steamers to dock at riverside wharves (Ashmore 1982, 203). However, the ten acre commercial Wyre Dock dates from 1873-77 and was designed by Colonel George Landmann and built for the Lancashire and Yorkshire Railway. It is 310m by 120m with walls of large stone blocks with Cornish granite coping. There is an entrance lock at northeast with hydraulically operated gates. It led to an irregularly shaped timber-lined 15 acre pond to south which in 1906-8 was converted into a Fish Dock. The Wyre Dock is now a marina and its surrounding buildings demolished to make way for residential development, although the Fish Dock is still in commercial use.

**F17 FLEETWOOD, NORTH EUSTON HOTEL**
SD 338 485
Built in 1841 with fine curved frontage and porch with Doric columns. Used as barracks and school of musketry after 1859, but is now again a hotel (Ashmore 1982, 203).

F17/19: Fleetwood, New Euston Hotel and Lighthouses
F18 FLEETWOOD, QUEENS TERRACE  
SD 340 482
Designed by the architect Decimus Burton, facing the site of the former railway station. A long row of stone-built residences with three pediments and iron balconies.

F19 FLEETWOOD LIGHTHOUSES  
SD 339 484 and SD 338 486
Two onshore lighthouses and an offshore light buoy guide ships up the channel of the River Wyre to Fleetwood. Designed by Decimus Burton and Captain Henry Mangles Denham for the Preston and Wyre Railway. Built and first lit in December 1840. The first, Pharos Lighthouse, is a tall circular stone tower with narrow circular gallery and outside reflector at top. The other, Beach Lighthouse, is on the front, and is a three storey stone structure with a colonnaded base and an octagonal top now used as promenade shelter. The lost offshore beacon was the first such structure in the world to come into service that was founded on cast iron screw piles, being first lit on 6th June 1840.

F20 FRECKLETON, SHIP INN  
SD 434 287
Main survival of the late 18th and 19th century port and shipbuilding community which developed along a pool on the northern side of the Ribble at the mouth of Dow Brook. Coal trade from Douglas Navigation and Leeds & Liverpool Canal. Coasting vessels repaired until late 19th century (Ashmore 1982, 204). The nearby stone quay with large blocks and rings (SD 435 288) is a relic of this trade. The inn is a two storey brick structure with a three storey workshop at its northern end. There are several three storey detached Georgian houses in the village which reflect the prosperity of the port in this period.

F21 GARSTANG, WYRE AQUEDUCT  
SD 491 448
Single-arch stone-built aqueduct on Lancaster Canal, 10.4m span, deeply bowed in plan, shallow segmental arch, projecting string course at spring of arch, rustic masonry, elaborate projecting cornice below parapet (Ashmore 1982, 204). Built in 1797 by John Rennie. Similar to aqueduct at Kellet.

F22 GARSTANG, MOSS LANE BRIDGE  
SD 487 432
Lancaster Canal stone-built accommodation bridge, single arch, humped, bowed in plan, parapet of larger stones.

F23 GARSTANG CORN MILL  
SD 493 448
Large complex of a former water-powered corn mill on river Wyre just north of Garstang bridge. Three storeys and attic, stone-built, pitched slate roof, rectangular windows, some blocked. Rear three storey stone-built warehouse with arches on the ground floor. Weir removed and mill race filled in. Mill converted to residence. The embanked mill race can be traced along the southern side of the River Wyre.

F24 KIRKHAM & WESHAM STATION  
SD 420 327
On Preston & Wyre Railway, opened from Preston to Fleetwood 1840. West of station is the junction with the Lytham branch, opened 1846 (Ashmore 1982, 207). Late 19th and early 20th century buildings; yellow and blue-brick booking office in Poulton Road, yellow-brick and timber stairways to island platform with three single-storey yellow and red-brick waiting rooms and offices. Wide bridge over tracks to the west with single blue-brick arch with two steel-girder spans on north, one on the south. Fine station inn in brick and dated to 1840 to the south of the bridge.

F25 KIRKHAM, 20-22 POULTON STREET WAREHOUSE  
SD 426 321
Former Hornby warehouse, 18th century, converted to dwelling houses and Thomas Hornby's house 28-30 Poulton Street. Handloom weavers' cottages on Poulton Street and Preston Street built by the Birleys.

F26 KIRKHAM, Nos 78 to 84 PRESTON STREET WEAVERS' COTTAGES  
Centre SD 428 320
A row of seven, three storey, brick-built early 19th century weavers' cottages with cellar loom shops possibly for linen manufacture which was used in the local industry of sail cloth making.

Left: F23: Garstang Cornmill
**F27 KNOTT END**  
SD 345 385  
Stone jetty for ferry landing, extended c. 1911, to Fleetwood. Fishing cottages to the south with landing stage. The esplanade with three storey stone-built houses was completed in the 1890s. The Garstang and Knott End Railway was extended from Pilling to Knott End in 1908 and closed in 1950. The station building at Knott End is now the cafe.  

**F28 LYTHAM WINDMILL** (LB)  
SD 371 270  
Three storey brick built tower mill with basement and boat-shaped wooden cap and replaced common sails and fantail. Built 1805 by Richard Cookson. Restored with machinery from Little Marton Windmill and now a museum.  

**F29 LYTHAM DOCK**  
SD 383 280  
Built 1840-42 by Ribble Navigation agreement with Thomas Clifton of Lytham Hall at mouth of main drain from Lytham Moss, for vessels waiting to go out to sea or up river to Preston. Timber wharf on west with cranes and turntable. Only the slipway now visible and adjacent are timber jetties on the creek. A small industrial estate, including a marine engine works shed, is now on the site of the docks.  

**F30 NETHER WYRESDALE, BOBBIN MILL**  
SD 521 511  

**F31 NETHER WYRESDALE, CLEVELEY MILL**  
SD 500 504  
Former water-powered corn mill on River Wyre. To the north is a long head race of 1.2km feeding a large pond immediately north of the mill. It may have had two waterwheels, and a later water turbine fed by iron pipe (Ashmore 1982, 213). Three storeys, stone-built, two filled-in stone arches, and a stone-flag roof.  

**F32 OAKENCLOUGH PAPER MILL**  
SD 537 476  
Late 18th century paper mill. Now divided into industrial units but a variety of brick and stone buildings survive along with a chimney.  

**F33 OVER WYRESDALE, ABBEYSTEAD DAM**  
SD 556 538  
Dam with a parabolic stone-faced weir, 15m high, and spillway built between 1878 and 1881 by Lancaster Corporation. The structure was an early use of mass concrete and was designed by James Mansergh.  

**F34 PENWORTHAM MILL**  
SD 540 273  
Originally water-powered cotton mill site on the River Lostock, running by 1810. Mid-19th century buildings with later additions, including engine house, boiler house and chimney.  

**F35 PILLING WINDMILL** (LB)  
SD 407 487  
Five-storey brick-built tower windmill built by the millwright Ralph Slater. Cap, sails and tailfin gone. Associated buildings once housed a steam engine and chimney (now both gone). Converted to residence. Late 18th century. To the south are timber tidal gates below a fine stone road bridge over the River Broadfleet.  

**F36 PILLING RAILWAY STATION**  
SD 413 478  
Terminus of Garstang and Knott End Railway from its opening in 1870 until the extension to Knott End in 1908. Closed in 1963 (Ashmore 1963, 216). Sur-

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*Left: F26: Kirkham, Preston  
Below: F36 Pilling Pig locomotive*
viving elements include the station house and a fine single storey warehouse with loft, built in blue and red brick with a corrugated hipped roof, six bays wide, with single front road entrance by the Preston Farmers' Association. Adjacent and at the front of a holiday development is the Pilling Pig, a Garstang and Knott End Railway 0-6-0 locomotive of 1955 by Hudswell Clarke of Leeds.

**F37 Poulton Le Fylde Station**
SD 350 396
Station was opened in 1896 (Ashmore 1982, 216) and includes a red-brick and terracotta station house. Pilars on either side the frontage carry monograms of the two railway companies, LYR and LNWR. The central platform has a long canopy supported on cast-iron columns. On the Fleetwood diversion there is a wooden signal box.

**F38 Poulton Windmill**  
(LB)
SD 432 319
East of town centre, a three storey brick-built tower mill, now restored and re-roofed with a boat-shaped cap and incorporated into late 20th century residence. Built in 1812 on the site of an earlier post mill.

**F39 Preesall Windmill Mill**  
(LB)
SD 368 468
Brick-built, five storey, tower windmill without cap or sails. Built 1839 to replace post mill (Ashmore 1982, 217). Now an industrial store.

**F40 Skippool Creek**
SD 357 407
Creek at mouth of river Wyre used by shipping in 17th and 18th centuries and even as late as 1870. The customs house was at Poulton from 1708 (although this has now gone). Imports of tea, tobacco and wines and spirits, timber and guano. The anchorages and a series of wooden jetties are now used by Blackpool and Fylde Yacht Club. Traditional wooden boat-builders above creek with slipway. There is a wreck on the foreshore.

**F41 Staining Windmill**  
(LB)
SD 346 365
19th century four storey brick-built tower mill with boat-shaped cap and fan-tail projection and four common sails. Converted to a residence.

**F42 Thornton, Marsh Windmill**  
(LB)
SD 335 425
The best preserved windmill in North West England and at 36m possibly the tallest Fylde windmill, built in 1794 by the millwright Ralph Slater, stopping working in 1920s. Five-storey, brick-built, whitewashed tower, wooden staging for access to sails at second-floor level, wooden boat-shaped cap, originally common sails then roller shutter type replaced in 1895 with patent sails. Fantail at rear of cap on wooden staging connected by gearing to rack and kerb on top of the tower. Original wooden machinery survives and the mill was restored in the 1960s; cast iron windshaft behind sails, on which is a brake wheel driving horizontal crown wheel on wooden main upright shaft. Drive from spur wheels to stones on third floor and to auxiliary machinery on second floor. Grain lifted by sack hoist through trapdoors to top floor and emptied down chutes to stones. Storage on bottom two floors. Now a museum.
**F43 TREALES WINDMILL**  (LB)
SD 446 328
Late 18th century brick-built four storey tower mill restored and retaining its cap but no sails or staging.

**F44 WARDLEYS POOL**
SD 365 429
A former anchorage on the eastern side of the Wyre estuary close to the mouth of the Creek used by ships from late 16th century to the 19th century for the import of flax from the Baltic to Kirkham linen industry. Used by ships from North America bringing timber and from Russia bringing flax and tallow in period prior to the growth of Fleetwood. The remains of wharf built of large stone blocks lie behind and the west of Wardleys Inn. There are wooden jetties in the Creek currently in use.

**F45 WARTON AIRCRAFT FACTORY AND AERODROME**
Centred SD 413 277
Developed during WWII by the USAF as a major engineering/maintenance base commissioning and re-commissioning aircraft. Taken over by English Electric Aircraft Division after the war and now operated by BAE Systems for the construction of fighter jets and jet trainers. A number of mid-20th century office buildings and hangars survive.

**F46 WREA GREEN WINDMILL**  (LB)
SD 393 313
A four storey brick-built tower mill from c 1770 with boat-shaped cap, no sails but vistigial fantail. Fitted with a steam engine in 1860. Iron balcony retained at top after the conversion to a house. A two storey brick millers house of the early 19th century to the north.
INTRODUCTION

West Lancashire has a character similar to that of The Fylde. Each is low lying, each has a large area of drained mossland, in this case Martin Mere, a large number of windmills, aerodromes, and each has a 19th century resort destination, here Southport. Though removed from Lancashire in 1974 the town still dominates West Lancashire's economy and landscape. The new seaside town developed as a resort in the late 18th and 19th centuries, with a carefully planned road layout that has occasionally led to it being referred to as the 'Paris of the North West'. The principle industrial archaeology in the town is the early pier and its recently refurbished tramway. There are two station buildings, one of which is still in use and several sites associated with motor car manufacturing, the most surprising and striking of which is the Vulcan Motor Works in Crossens, a splendid example of a red-brick late Edwardian works and largely unaltered externally.

Chorley dominates the eastern edge of West Lancashire. A medieval market town it was rebuilt in the 19th century as a major cotton spinning mill town with large mid- and late 19th century cotton spinning mills along the banks of the Leeds and Liverpool Canal. Few of these survive today although Botany Bay and Coppull Ring Mill are notable exceptions. A rare survival of the domestic textile industry in Lancashire is a row of early 19th century handloom weavers' cottages on Chapel Street which still retain their cellar workshops.

Towards the southern edge of West Lancashire is Ormskirk, which stands on a low sandstone ridge overlooking the coastal mosslands of West Lancashire. This is a medieval market town which in the 18th and 19th centuries prospered through rope-making, textiles (there is a handloom factory of 1800 on Moor Street) and clock-making. In the mid-20th century the mining village of Skelmersdale, which lies south-east of Ormskirk was rebuilt as a compact New Town. Most of the buildings date from 1961-81 with the factory units around the periphery. With a population of around 40,000 it dominates the upland area along the southern edge of the county.

Between Southport, Chorley, and Ormskirk lie the drained Downholland Mossland complex and Martin Mere, once the largest lake in England but drained in 1697. The Crossens and Downholland Moss pumping stations maintain the drainage of the West Lancashire mosses, although they are not accessible to the public. Both were rebuilt in the mid-20th century. A feature of the area is the five upstanding windmills, of which Mereside is the most complete and the tallest. Snaking through this lowland landscape is the Leeds and Liverpool Canal which links several small market towns. Tarleton is a former canal port at the junction of the northern end of the Douglas Navigation and the Rufford branch of the Leeds and Liverpool Canal, near the River Ribble. Burscough is a small rural 19th century industrial town that grew up around the junction of the Leeds and Liverpool Canal with the Rufford branch, and with the railway lines from Liverpool, Preston, Southport, and Wigan. There were a number of small
cotton mills which have now all gone, although close to the general purpose railway sidings are a number of corn warehouses, corn mills, and an auction mart in Mart Street. In between these towns there are some impressive canal landscapes such as Appley Locks, with its old narrow and new broad locks, the flight of seven locks at Johnsons Hilllocks, and the Lathom Canal junction complex with its lock keeper’s house, tollhouse, humped stone bridge carrying the towpath over the Rufford branch, and dis-used dry dock.

**SOUTHPORT**

**S01 CHURCHTOWN SMITHY**  
SD 363 182  
Single-storey, brick-built, 19th century smithy with cart entrance in the northern gable and a gable end chimney stack.

**S02 CHAPEL STREET RAILWAY STATION**  
SD 338 172  
Former terminus of the Lancashire and Yorkshire Railway from Manchester and Wigan built in the 1880s. Six platforms with four bays under one roof in wrought iron supported by three rows of heavy cast-iron columns. To the east parts of the goods yard still exist with workmen’s buildings and a social club. A large former general purpose or animal feed warehouse of the early 20th century stands at the far northern end of the sidings.

**S03 HESKETH PARK AERODROME**  
SD 347 190  
In use from 1910 to 1966 as a flying ground, service base and for the assembly of Mosquito aircraft during WWII. There were three hangers, all now demolished, but a 450m strip of tarmac survives along which the planes were taxed or towed to the beach for take-off.

**S04 LORD STREET STATION**  
SD 331 170  
Opened 1884 as the terminus of the direct line from Liverpool of the SECER (Ashmore 1982, 172). Closed 1962 and converted into a bus station for the Ribble Bus Company with a new wing added to the western end of the frontage. Later used as commercial premises with refurbished canopies. Brick and sandstone offices in Hotel de Ville style with a central porch, and prominent clock tower with dates and monograms.

**S05 PLEASURELAND PARK**  
SD 327 174  
This amusement park was closed in 2006 and currently lies abandoned. As well as 20th century ‘white-knuckle rides’ there is an early big dipper of all-wooden construction. The park is served by a miniature railway which runs from near the pier.

**S06 SOUTHPORT PIER**  
SD 328 180  
Pleasure pier built in 1859-60. Designed by J Brunlees and built by W & J Galloway; extended in 1864

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*left: S04: Southport station and bus station*
of which are a series of single storey gable-end workshops on the Coventry-plan with different departments in each workshop. There was a branch railway siding. Car manufacture was closely linked to aircraft production here during World War I. It ceased production in the 1930s after takeover by Tilling-Stevens.

S08 WEST STREET REFINISHERS WORKSHOP
SD 334 174
A single storey garage workshop with pitch roof of 1920s or 1930s date. Double entrance with stone surrounds. The occupiers refurbish sports cars.

WEST LANCASHIRE
WL01 ADLINGTON PINCROFT DYEWORKS
SD 602 127
Early 19th century finishing works with a range of early single storey brick and storey finishing rooms. Reservoir to the east. Later 20th century brick buildings. Still functioning as a finishing works.

WL02 ADLINGTON BOATYARD
SD 596 143
Situated on the Leeds and Liverpool Canal on the site of a former coal staithe and closed colliery railway branch line. The stone bridge abutments and the base of a wagon shute or tippier remain.

WL03 ADLINGTON WELDBANK PLASTICS
SD 597 140
A five and half bay stone building with a north light roof structure on the River Yarrow. Late 19th century weaving mill.

WL04 ANGLEZARKE
Centred SD 625 185
Lead mines with shafts, spoil heaps, and drainage soughs of former lead workings on slopes of Anglezarke Moor east of Chorley above Rivington and Anglezarke reservoirs, e.g. at White Coppice, SD 623 193, Lead Mines Clough, SD 632 167. First developed at end of 17th century by partnership including Sir Richard Standish, the landowner. Greatest activity in 18th century, especially 1780s, with numerous shafts, drainage works, smelting mill, smithy, waterwheels surviving from this period. Work continued until around 1840.
WL05 APPLEY LOCKS
SD 517 096
The first set on the line of the Leeds & Liverpool Canal from Wigan. There is a new deep lock replacing the older abandoned double locks with wooden which lie to the north. The new lock has two curved recesses outside the top gates for extra sluices.

WL06 APPLEY BRIDGE
WHARF AND STATION
SD 523 093
A former canal wharf originally linked in 1820s by a tramroad with stone quarries to north. There is a two of wharfside cottages inhabited on south bank from a number of periods. Adjacent is the Appley Bridge station, on the Lancashire and Yorkshire Railway’s Wigan to Southport line of 1855. It has cottage style stone buildings with bays and gables.

WL07 BICKERSTAFFE WINDMILL (LB)
SD 441 048
On a hill off Church Road is a wide, brick-built, rendered, tapering three storey 19th century tower mill. It has a conical slate roof but no sails. Now a residence.

WL08 BRETHERTON TOLLHOUSE
SD 463 215
At junction of Liverpool-Preston road (A59) and Carr House Lane leading to Bretherton and Ley-

WL09: Burscough Mill
left: WL05: Appley Locks

land. Single-storey, rendered, central chimney, projecting bay window on to A59.

WL09 BURSCOUGH
STEAM CORN MILL
SD 446 118
Large brick steam corn mill complex of 1894 on the southern side of the canal adjacent to the railway. Several ranges of four and six storeys with railway access and loading bays on the rail and canal sides. Tall circular chimney dominates the surrounding landscape. Serviced the farms of the grain growing area of Martin Mere and Downholland Moss.

WL10 BURSCOUGH
URBAN CORN MILL
SD 443 123
On the southern side of the rail station in Mart Street is a 19th century three by six bay brick urban corn mill of three storeys with a two storey later office block on the eastern elevation.

WL11 BURSCOUGH WHARF
SD 443 122
On the Leeds and Liverpool Canal on Wheat Lane. A two-storey brick-built warehouse with small arched windows and two sets of loading openings on the canal side. There is a two-storey office/toll-cottage, a wharfmaster’s house, and workshops situated around a courtyard now closed.

WL12 BURSCOUGH STATION
SD 444 124
On the Lancashire-Yorkshire Railway’s Wigan to Southport line (1855). On the north platform is a two-storey sandstone station building but the remainder of the site has been modernised as a bus/rail interchange. A four-bay brick-and-timber signal box lies to the west.
These bridges on the Leeds and Liverpool Canal have been replaced in recent years by steel and concrete structures. There is a small two by one bay warehouse with two loading doors in the north (canal) elevation at New Lane.

The main survivals of the print works started before 1800 are the large reservoirs and leat system. In the 18th century the area was an industrial complex on the River Yarrow comprising Arkwright’s Mill, coal mines, forges and housing. All is now incorporated within the country park.

Fine late 18th century single-arch, stone-built aqueduct carrying the Leeds and Liverpool Canal over Black Brook valley, strongly bowed in plan, curved retaining walls.

Brick built 1855 combined cotton spinning and weaving mill on the western bank of the Leeds Liverpool Canal. Five storey spinning block has corner pilasters and a flat roof. There are weaving sheds at the east. Now used for retail.

A row of three storey, terraced, brick-built, handloom weavers’ cottages, with basements, on the east side of Chapel Street. The stone-built basements, former handloom workshops, with cellar lights and separate steps, went out of use around 1840 when they were converted to cellar dwellings.

A 12 by 8 bay five storey red brick and terracotta ring spinning mill, Byzantine in style, and dated 1906. Pillars between the top storey windows and an ornamental engine house. Across the road on the Black Brook is the site of a print works with the remains of a four storey brick-built mill with a corner internal engine beam house as indicated by the large round-headed cast-iron window.

A single arched stone built aqueduct-style railway bridge on the Bolton to Preston line over the Yarrow Road. Blocked stone steps lead up to the track on both faces.
WL20 CHORLEY LORD STREET AREA
SD 588 172
A group of timber works and furnitures makers including an early two storey stone built workshop which faces a car park. Behind is a three storey brick built factory with a top floor north-light roof and a chimney on the eastern gable.

WL21 CHORLEY
LOWER HEALEY WEAVING MILL
SD 598 180
A carpet weaving mill with a two storey warehouse and preparation block. The late 19th century red-brick sheds behind are now business units.

WL22 CHORLEY WEAVING SHEDS IN
LYON LANE AND CHARNOCK STREET
SD 598 173
A part demolished complex of weaving sheds, warehouses and top-light finishing workshops. On the front is a three storey stone house which may have been the original offices and a later single storey range in red brick with stone dressings.

WL23 CHORLEY VIKING MILL
SD 585 172
An early 19th century cotton spinning mill on Standish Street in brick with square windows, five storeys high and nine bays long. A later projecting beam engine house with later boiler house and stair tower to the rear. To the west of the mill is a warehouse block added in two phases.

WL24 CHORLEY,
YARROW ROAD MILL
SD 592 168
Brick-built weaving shed of 1910, with tall five-bay engine house with tall circular brick chimney.

WL25 COPPULL RING MILL (LB)
SD 563 147
Outstanding example of an early 20th century spinning mill, built in 1906 for ring spinning. Designed by the architects Stott & Sons. Four storeys, machine brick with elaborate art nouveau-style red and yellow brick with terracotta decoration, corner turrets, very ornamental water tower with dome and pinnacles, carding extension on west, separate engine and boiler houses, circular brick chimney. Name ‘Coppull Spinning Co. (1906) Ltd’ on the eastern front. Now in use as a business/enterprise centre.

WL26 CROSTON MILL
SD 498 179
Formerly water-powered corn mill on the river Yarrow east of Croston Hall the site pre-dating 1847. Three storeys, five bays with a cart entrance, brick-built on stone foundations, small windows, stone quoins, pitched slate roof. At the rear of the mill is a prominent stone weir.

WL27 CROSTON STATION
SD 487 192
On the former West Lancashire. It comprises a stone built station house of two storeys and a one storey waiting room in gothic style. The line has been singled and now connects with Mersey Rail at Ormskirk.

WL28 CROSTON, WAREHOUSE
SD 487 192
Close to the station is a three bay brick-built warehouse of 1889, formerly Walmsley’s Corn Millers.

WL29 CROSTON,
WEAVER’S COTTAGE
SD 488 185
On the western side of the A581 (Town Road) is an early 19th century three storey brick-built weaver’s cottage, of one by two bays. The top weaving window is blocked.

WL30 ECCLESTON,
CARRINGTON CENTRE
SD 523 168
An unusual conversion of two ranges of late 19th century weaving sheds into a shopping centre and industrial units. Between the two sheds are the empty boiler and engine houses each with wooden roof trusses.

WL31 EUXTON, PINCOCKS MILL
SD 548 180
A 19th century sandstone built weaving complex of multi-pitched roofed sheds, warehouse and beam engine house. Blackburn-style, all on one level. The stone-built boiler house has three round-arched doorways with a cast-iron water tank above. Latterly Xelflex but now closed.
WL32 EUXTON, ROF CHORLEY
Centred SD 560 200
A shell filling factory built in the late 1930s and originally covering 928 acres, making it at the time the largest such factory in the world. Now most of the site has been closed and most of the concrete storage magazines and process buildings demolished to make way for housing. However, part of the site is still used for munitions and three of the 1930s office buildings, concrete and steel framed flat-roofed multi-storeyed structures with steel-framed windows, also survive along the northern side of Euxton Lane.

WL33 HALSALL COTTON MILL
SD 370 103
On New Street. Brick-built single depth, two storey, ten bay building. Dating from 1769 and thought to be the cotton mill built by Charles Mordant, the lord of the manor.

WL34 HESKETH BANK, BRICKWORKS
SD 448 229
Former brick works with round brick chimney and a single storey brick-built warehouse of the West Lancashire Railway now used as a builders’ yard. When the West Lancashire Railway was built from Preston to Southport, 1878-82, a branch was made along the west bank of the river Douglas to Tarleton Basin. This terminus is now converted to an enthusiasts layout with model station buildings. An 0-6-0 narrow gauge railway engine is on view. Across the road is the remnants of the former wooden signal cabin.

WL35 JOHNSON’S HILLOCKS/ WHITTE LE WOODS
SD 591 207 to SD 596 213
Flight of seven locks raising Leeds & Liverpool Canal 18.3m from junction with southern arm of the Lancaster Canal. Masonry side walls, double gates top and bottom, mostly renewed, iron bollards, wooden lock-end bridges, stone treads for balance arms. Small two-storey, stone-built tollhouse by bridge at fourth lock, two-storey stone-built lock keeper’s house with stone-flag roof and Anchor Inn at Top Lock. South of the bottom there is a former farmhouse with a three-sided toll cottage at the canal end. Behind is a large two-storey warehouse with two projecting wings and loading doors positioned at the corners. (Ashmore 1982, 228).

WL36 LATHOM CANAL JUNCTION
SD 451 115
At the junction of the main line of Leeds and Liverpool Canal, opened to Wigan 1779, and the Rufford branch (Lower Douglas Navigation) opened 1781. Two locks on the Rufford branch with masonry side walls, double metal gates top and bottom, iron bollards, stone balancearm treads, wooden lock-end bridges. Two-storey brick-built lock keeper’s house, single-storey stone-built tollhouse. Ship Inn near by. Single-arch humped stone bridge with cobbled roadway carrying towpath of main line over Rufford branch. On east side is a dis-used dry dock with stone sides, a floor of stone setts, blocks to support boats under repair. Near by is row of two-storey brick-built cottages.

WL37 BRITISH LEYLAND, LEYLAND WORKS
SD 544 221
Fine 20th century office building and extensive range of engineering shops for the lorry works which developed by James Sumner from 1892 onwards. The Lancashire Steam Motor Co produced steam lorries from 1897 to 1926. Produced first petrol lorry 1904, and first double-decker bus 1905. Later known as Leyland Motors. Now run by Pacar Ltd who assemble lorries. The Lancashire Motor Museum is housed in one of the older workshops. (Ashmore 1982, 209-10).

WL38 MERESIDE WINDMILL    (LB)
SD 426 156
A tall six storey brick tower mill at Windmill Farm on the edge of Martin Mere with the remains of a fan tail on an A-shaped cap. Rebuilt in 1832.

WL39 ORMSKIRK, BREWERY
SD 418 035
East of the railway station on the northern side of Derby Street is the remains of Ellis, Warde, Webster & Co’s Brewery. A late 19th century two storey red brick three by seven bay range survives now converted to accommodation. To the east is a preserved small beam pumping engine.
WL40 ORMSKIRK,  
No 58 MOOR STREET  
SD 416 061  
A handloom weaving factory of c 1800 attached to a workhouse. Brick-built, two storeys, one bay deep, with closely set windows. In 1808 this contained 181 cast-iron and 77 wooden looms.

WL41 ORMSKIRK STATION  
SD 417 084  
On the West Lancashire (Preston to Liverpool) Railway of 1849. On the east platform is a booking hall with a cast-iron canopy dating from the 1860s. On the west side there is a single-storey range of offices and warehouse built in stone with mullioned windows and two loading doors on the north. Now forms the terminus for trains northwards to Preston and southwards to Liverpool.

WL42 ORMSKIRK WATERWORKS  
SD 430 067  
The site of the Southport and West Lancashire Water Board works at Scarth Hill is now occupied by a 20th century concrete bowl-shaped tank on four supporting columns. There is a cast-iron half balcony. To the south is a three-bay brick-built pumping house of two phases.

WL43 PARBOLD, GRAVING DOCK  
SD 492 106  
On the northern side of the canal is an empty grav- ing dock with stone side walls and an entrance with curved corners 15m by 35m. The wooden stop gate is still in situ. Immediately south is an opening in the bank which marks the beginning of the original route planned under the first Canal Act of 1770.

WL44 PARBOLD STATION  
SD 490 107  
A station house in tudor gothic style and a single storey range which contains the booking office and waiting room. There is also a very good example of a wooden signal box, 6 by 4 bays, to the east as well as semaphore signals still in use.

WL45 PARBOLD WHARF  
SD 494 105  
Two-storey stone-built canal office on the Leeds & Liverpool Canal. East of the road is a stone-built, pitched-roofed, three storey warehouse with loading openings on canal side. It is converted into houses and shops.

WL46 PARBOLD WINDMILL (LB)  
SD 493 104  
A five storey stone built tower mill with small warehouse attached, which has a prominent cart en-

trance. The wind mill has been dated to 1794 and is now converted to a gallery and residence.
WL45/46: Parbold wharf and windmill

WL47 RIVINGTON RESERVOIRS
SD 630 124 to SD 615 180
A water supply source developed by Liverpool City which also supplied the nearby industrial town of Chorley. The complex comprises seven reservoirs spread along four miles and three valleys in the Rivington uplands designed by Thomas Hawksley. The core of the system are the Anglezarke, Lower Rivington and Upper Rivington reservoirs built between 1850 and 1857. The system was later expanded in the 1860s and 1870s and has some striking overflows, cascades and bridges. Sited on the side of one reservoir is a stone folly in the form of Liverpool Castle.

WL48 TARLETON, BANK BRIDGE WAREHOUSE (LB)
SD 459 202
Built around 1790. On the eastern side of the canal. Rectangular warehouse of 2 by 5 bays and three storeys built of in red, brick with sandstone dressings and slate roof. Sides and gables have loading bays and the southern gable is terraced by one storey into the hillside. Interior has timber posts supporting a timber floor.

WL49 TARLETON LOCK
SD 454 215
At the junction of the new canal cut of 1805 and river Douglas. Masonry side walls, double wooden gates. A basin, now filled was built to the east to accommodate coastal traffic.

WL50 TARLETON, SOLLOM LOCK
SD 458 188
Masonry side walls and gate slots only are visible at the junction of the Rufford branch of the Leeds and Liverpool (opened 1781) and the tidal river Douglas near Tarleton. Abandoned in 1805 when a new cut was made to Tarleton.

WL51 TARLETON, THE WINDMILL (LB)
SD 462 208
A three storey tower mill of 1741 off Liverpool Road opposite Plocks Farm. There is a wooden cap and the iron cross-trees of the sails are still attached. Now a residence.
INTRODUCTION
The Upper Ribble Valley forms an area frequently referred to as north-east Lancashire and is often seen as being dominated by the textile weaving towns of Burnley, Nelson, and Colne. However, the area’s industrial archaeology is far more diverse than this popular image suggests. That said, the chief town of the valley is Burnley, in origin a late medieval village which in the 17th and 18th centuries became a market centre and the focus for domestic woollen manufacture. Three storey stone-built weavers’ cottages were once common around the town, as for instance at the small weaving community of Lanebottom, but these have now nearly all disappeared. The earliest water powered cotton spinning mills were along the Rivers Brun and Calder which run through the modern town centre. Burnley changed over to cotton spinning in first half of 19th century, and this coincided with a rapid growth in the town’s population so that it grew to become the chief urban centre of the Upper Ribble Valley. After 1850 Burnley came to specialise in the weaving of cotton fabrics, hence the preponderance of single-storey sheds in the urban landscape. The Leeds and Liverpool Canal runs east to west through the town and was a major factor in the location of industry in 19th century Burnley. Along the eastern side of the embankment, a major landscape feature in its own right, there grew up a dense concentration of weaving mills, but the most dramatic canalside textile landscape can be found in the area now known as The Weavers’ Triangle. This is an area north and south of the Leeds and Liverpool Canal between the Manchester Road Wharf, a striking grouping of multi-period canal warehouses, and Westgate. Ancillary industries such as engineering and warehousing have also left their mark on the town. Burnley was also an important coal-mining area. There were 12 collieries working around the town in 1900, and six as late as 1950, although now like most of the rest of the Lancashire coal field there is virtually nothing left above ground.

Nelson was a totally new cotton town created in the second half of 19th century out of the old townships of Great and Little Marsden, which were historic centres of domestic woollen manufacture. Only four mills were built before 1850, but by 1900 there were over 20 and by 1914 some 35. The emphasis was almost entirely on weaving and the characteristic buildings are single-storey, stone-built, north-light weaving sheds, with two or three-storey preparation and warehouse blocks, separate engine and boiler houses, and tall stone or brick chimneys. Nelson was well known for the ‘room and power system’, where companies built mills with steam engines and shafting and rented space within them to manufacturers at so much per loom and several such sites survive. From the hills to the south there is a fine view of this late Victorian landscape of mills, rows of stone-built workers’ cottages, churches, chapels, and public buildings.

Colne is a historic market town, with a parish church of Norman origin, which became a sizable centre of woollen manufacture in the 17th and 18th centuries. It even had its own Cloth Hall and commercial links with Yorkshire. The earliest water-powered carding and spinning mills were along the Colne Water and its tributaries. In the 19th century cotton spinning in large steam-powered mills took off and after 1860 the town like Burnley came to specialise in steam-powered weaving. Away from these three textile towns there are other industrial centres. Clitheroe is an old market town with a Norman castle. Industrial development during the 18th and 19th centuries saw the building not only of cotton spinning and weaving mills, but also textile finishing sites as well as lime quarrying. North of the town are extensive limestone quarries and works, which began in the early 19th century and later had their own branch railway. The site is now a large modern cement works.

Close to the present county border lie two towns which until 1974 were in Yorkshire. Earby developed as a small 19th century cotton town, as did Barnoldswick. Both still retain a grid pattern of streets with rows of stone-built workers’ cottages, surrounded by some weaving mills of the Burnley type; that is with large single-storey north-light sheds, two or three-storey preparation and storage buildings, separate engine houses, and stone or brick chimneys. Scattered across the valley are smaller industrial communities. Brierfield is a small industrial town lying between Burnley and Nelson, with a line of striking cotton mills and weaving sheds along the Leeds
and Liverpool Canal including an Italianate combined weaving complex reminiscent of the mills of Saltaire (Brierfield Mill) and a late weaving mill with two, three storey, preparation and warehousing blocks at either end of the weaving sheds (Hollln Bank Mills). Chatburn, north-east of Clitheroe, is chiefly noted for its limestone quarries from the 17th century, whilst Trawden was an agricultural and industrial community stretched out along the valley of Trawden Brook on which there were early water-powered mill sites. Further down the valley to the west, scattered amongst the farms and villages, are several other early water-powered textile mills at Chipping and Hurst Green.

**BU03 BURNLEY IRON WORKS**  
SD 836 326  
Started early 19th century and became one of the town's major engineering firms, making a variety of products including steam engines for mills in the area and farther afield. Three-storey stone building in King Street now used by steel-construction engineers.

**BU04 BURNLEY RAILWAY VIADUCT**  
SD 837 329  
Fine 15-arch viaduct across Calder valley, stone piers, side walls and parapets, brick arches, 411m long. On East Lancashire Railway's line from Accrington to Colne, opened 1848-49. Burnley Central Station at east end is entirely modernised.

**BU05 CENTRAL MILL**  
SD 846 327  
Late, c 1900, brick-built weaving shed on Albert Street with chimney and preparation and warehouse wing eats of the canal embankment. Now used by furniture manufacturers. One of a group of mills running along the eastern side of the canal embankment.

**BU06 FINSEY GATE, LEEDS & LIVERPOOL CANAL**  
SD 843 320  
Canal maintenance yard with a two-storey five-bay stone-built canal warehouse with stone-flag roof, two arched loading openings, dock at side of canal. Cast iron bridge of 1885 carries Finsley Gate over the canal.

BU02: Leeds and Liverpool Canal, Burnley Embankment
BU07 FINSLEY MILL
SD 842 321
West of Finsley Gate bridge, started as spinning mill in 1820s. Older three-storey building at west, later four-storey 18-bay building at east occupied by footwear manufacturers.

BU08 FREE TRADE STREET AREA
SD 838 327
A group of small textile mills and town warehouses along a canalised tributary of the River Brun including the mid-19th century Cow Lane Mill by Hammerton Bridge. There is also a large co-operative factory and warehouse dated 1889 with a tall squire brick chimney.

BU09 GANNOT ELECTRICITY WORKS
SD 821 326
A small generating station situated on the north-eastern side of the canal built around 1900. It has a classical stone facade and pediment as well as a circular brick chimney. Converted to a church.

BU10 GANNOT TUNNEL ENTRANCE AND WHARF
SD 827 330
On the Leeds and Liverpool Canal. The tunnel is 560yd (510m) long. There is no towpath through the tunnel but the northern entrance, with its segmental stone arch with masons’ marks, side buttresses, curved retaining walls and small wharf area, is accessible.

BU11 LOWERHOUSE MILL AND PRINTWORKS
SD 804 329
Industrial community, started 1795 by Peel & Yates, who built two water-powered cotton mills. Sold in 1813 to Nathaniel Dugdale of Oakenshaw, Clayton le Moors, whose sons, John, James and William became partners. Began printing calicoes 1819, built new five-storey spinning mill in 1836. In 1846 eight printing machines, 119 hand-block printing tables, waterwheel and five steam engines in print works. Gave up printing in 1860s and leased works to Crofton & Lightfoot of...
BU12: Manchester Road Wharf, Burnley

Broad Oak Printworks, Accrington. Foundations and parts of walls of cotton mill survive east of Lowerhouse Lane along with two reservoirs and a stone-built weir.

**BU12 MANCHESTER ROAD WHARF**
SD 838 323

On the Leeds and Liverpool Canal. Comprises a two-storey stone-built tollhouse on east, wharfmaster's house, two-storey stable block with stone-flag roof and arched openings, four-storey warehouse at west with wooden covered loading projection and wooden canopies on cast iron pillars by Union Foundry, Liverpool. To the south-east beyond the canal bridge on the western bank of the canal is a two-phase four and five storey stone warehouse block with loading doors.

**BU13 OLD MILL**
SD 847 322

One of oldest surviving mill buildings in Burnley, on north bank of river Calder. Four-storeys, stone-built, 12 bays long with two projecting turrets, engine house and circular stone chimney, becoming derelict.

**BU14 PLUMBE STREET SHED**
SD 843 321

Late 19th century brick-built weaving shed on Plumbe Street with chimney and preparation and warehouse wing east of the canal embankment.

**BU15 QUEEN STREET MILL, HARLE SYKE**
(SAM)
SD 8680 3490

The mill built as a co-operative in 1894-5 and closed in 1982. It was transformed into a working textile museum in 1986. The buildings consist of a single storey weaving shed, with a one and a half storey preparation wing with engine house and boiler house in the south-eastern corner of the site, with an adjacent circular chimney, and a stable to the south-east. The main power supply for the museum's working machinery comes from 'Peace', a horizontal single-cylinder reciprocating condenser steam engine, capable of producing 500 horsepower installed in 1895. The arrangement of the looms is atypical being arranged longitudinally rather than across the weaving shed.

**BU16 SLATERS TERRACE**
SD 834 326

Unusual row of mid-19th century workers' cottages on south side of canal west of Sandygate bridge, associated with Slater's Sandygate Mill. Three storeys, stone-built, eight two-storey dwellings above ground-floor warehousing, balcony at first-floor level for access to houses. Sandygate bridge is one of the original canal bridges. There is a small two storey range with chimney at the west end of the building with an arched opening to the canal which belonged to Sandygate Mill.

**BU17 SANDYGATE SHED**
SD 835 326

Circa 1860, stone-built weaving shed, three-storey preparation buildings, tall stone-built engine house with semi-circular arched windows and open cast iron water tank on top.

**BU18 TURKINGTON ENGINEERING WORKS**
SD 820 324

Built around 1900 and comprises a long two storey range of workshops in red brick with stone banding. At the northern front is a suite of warehouses and offices and in the north-eastern corner is an internal power house.

**BU19 TRAFALGAR MILL**
(LB)
SD 836 323

Four-storey stone-built mid-19th century spinning mill, tower at south-west corner with open cast iron
water tank, weaving shed and stump of circular stone chimney. There is an internal engine house and a boiler house stands on the canal bank. Walker Hey canal footbridge added in 1891 to allow workers’ access to the town centre.

BU20 VICTORIA MILL (LB)
SD 833 326
Large complex on north side of Trafalgar Street, west of the canal. Four-storey stone-built mill, built for thrrostle spinning in 1850s. Seven-storey tower with pairs of semi-circular arched windows, small weaving shed.

BU21 WOOD TOP MILL
SD 824 321
On the southern side of Villiers Street. A four storey stone-built mid-19th century cotton spinning mill with a red-brick chimney adjacent. An internal engine house for a double engine and a boiler house at western ground floor end. Surrounding weaving sheds have been demolished.

BU22 WATERLOO SHED
SD 836 324
North side of Trafalgar Street on the west bank of the canal is a typical stone-built shed, narrow engine house with water tank on top, circular stone chimney.

BU23 WISEMAN STREET MILL
SD 835 326
Stone-built weaving shed, of c 1890, three-storey preparation block with internal structure of cast iron pillars and beams, brick arches, four-bay engine house, circular stone chimney on square plinth. Operated by Sutcliffe & Clarkson until March 1979 with Lancashire looms driven by overhead shafting from horizontal cross-compound steam engine.

THE RIBBLE VALLEY
RV01 BARNOLDSWICK, BANCROFT MILL (LB)
SD 875 461

RV02 BARNOLDSWICK, BANKFIELD SHED
SD 882 475
A late weaving mill, built 1905-09 as a room and power mill, with all its buildings intact (stone-built three storey preparation and warehouse range, weaving sheds and engine house), on the western side of the Leeds and Liverpool Canal. Held over 3000 looms. Taken over in the Second World War by Rolls Royce for manufacture of jet engines and still in use. One of the most complete weaving mills in Lancashire.

RV03 BARNOLDSWICK, CORN MILL
SD 877 472
A 19th century three storey stone-built water-powered corn mill of four by six bays with loading doors in the southern elevation.

RV04 BARNOLDSWICK, GREENBER FIELD LOCKS
SD 888 482
Three locks on the Leeds and Liverpool Canal north of Greenber Field Bridge, replacing former
RV05 BARROWFORD LOCKS
SD 868 396 to SD 869 404
Flight of seven locks raising Leeds & Liverpool Canal 15m from south of Colne road. Masonry sides, double gates top and bottom, wooden lock-end bridges. Wharf and single-storey stone-built warehouse above the second lock south of Colne Road.

RV06 BARROWFORD, HIGHERFORD MILL
SD 862 401
Stone-built 1824 spinning mill, with twin waterwheels, later converted to turbine power. Weaving shed added in 1832. Steam power also used on the site. Detached chimney. Later used exclusively for weaving. Preserved by the North West Buildings Preservation Trust.

RV07 BILLINGTON, JUDGE WALMSLEY MILL
SD 727 361

RV08 BRIERFIELD, HOLLIN BANK MILLS
SD 846 369
Late 19th century canalside weaving mill with a three-storey preparation and warehouse in dressed stone with rivetted steel frame. There is a tall round chimney with iron bands. Behind a range of weaving with an additional multi-storey preparation block at the southern end. Now converted to retail premises.

RV09 BRIERFIELD MILLS
SD 844 365
Large and architecturally impressive combined spinning and weaving mill of 1860s and later but on site of earlier mill referred to in 1840. Fine five-storey cotton-spinning mill on side of canal; 44 by 8 bays, corner turrets, two-storey extension on west, four-bay separate ornamental engine house. Extensive single-storey north-light weaving sheds. Four-face clock tower with pyramidal roof and dormer louvres. Two-storey office in Coalpit Road, eleven bays, with later six-bay extension at north. Mill in use by Smith & Nephew (Textiles).

RV10 CHIPPING, WOLFEN HALL MILL
SD 612 442
Corn mill no longer in use but converted to house, but may have been used for spindle manufacture in the early 19th century.

RV11 CHIPPING, KIRK CHAIR MANUFACTORY
SD 619 437
Mid-19th century factory. Recent buildings east of road, older three-storey stone-built mill on west, later widened, built as a late 18th century waterpowered Arkwright Mill. Still used for furniture making. Associated row of three storey cottages to the south.

RV12 CHIPPING, WHARF MILL
SD 623 433
Mid-19th century corn mill just east of Chipping Church. In use until 1960s. Now restored and converted to a residence. Two and three-storey sandstone buildings, external breast-shot water-
RV14 CLITHEROE, JUBILEE MILL
SD 748 419
Weaving mill of 1887, designed by the architects, Stott & Sons. The last mill to be built in Clitheroe.

RV14 CLITHEROE, PRIMROSE MILL
SD 738 407
Built as water-powered cotton spinning mill by J & J Parker, 1787. Calico printing by James Thomson & Co from the early 19th century. Stone-built five-storey late 18th century mill, with circular brick chimney. Single storey mid-19th century stone finishing range along Woone Lane to the north and stone weaving sheds to the south. Long reservoir on Mearley Brook to north-east.

RV15 CLITHEROE, GREENACRE MILLS
SD 742 414
Three-storey, stone-built mill along Greenacre Street, latrine tower at north-west corner, engine house, boiler house, circular brick chimney, weaving shed at north. Known in the 19th century as Holmes Mill. In use by firm of cotton doubling.

RV16 CLITHEROE, CLAREMONT MILL
SD 749 415
On Shaw Brook, converted from brewery 1809 and marked as Brewery Mill on OS map of 1844. Three-aisle, two-storey stone building with weaving shed to north. Shaw Bridge Mill lower down the brook, started 1788, largely modernised.

RV17 CLITHEROE, BELLMANPARK LIMWORKS
SD 758 434
Surviving bank of kilns and embankment and road bridge of the tramroad to Bellmanpark Quarry on the northern side of Chatburn Road.

RV18 COLNE, BOUNDARY MILL
SD 872 390
Within the Boundary Mill Stores complex is a largely intact small brick-built weaving shed of 1924 originally powered by an oil engine, the engine house for which survives. Later used for silk and rayon weaving. Now a mill shop. A very late example of a weaving mill with a multi-storey preparation and warehouse block and engine house and chimney.

RV19 COLNE, DERBY STREET MILL
SD 887 402

RV20 COLNE, GLEN MILLS
SD 889 405
1906 weaving mill unusually combined with a dye-works for yarn dyeing only. A single storey complex with an elaborate frontage to the road.

RV21 COLNE, SPRING GARDENS MILL
SD 888 396
Combined spinning and weaving mill built 1847 by Nicholas England along the southern side of Shaw Street. Five-storey buildings with weaving shed to the north and a separate engine house.

RV22 DOWNHAM, LIME KILN
SD 789 445
Good example of local kiln built into bank with loading at top, arched opening for access to grate for removing lime at bottom, quarry behind.

RV23 FOURLIDGE CANAL TUNNEL
SD 887 424 to SD 875 416
Longest canal tunnel in Lancashire, built by Robert Whitworth 1792-96, 1500m long, 5.2m wide at water level, 2.4m high, no towpath. Considerable difficulties in construction: there were later collapses in 1824 and 1843. To north-east is Foulridge Wharf, with stone quay, two-storey, three-bay, stone-built warehouse, central arched opening with loading openings above, three-light mullioned windows, metal base of crane at north end. To north-east, steel-girder railway bridge on timber piers.
RV24 FOULRIDGE RESERVOIRS
Centred SD 890 414
Built in 1790s to supply summit level of canal, later enlarged and deepened. Now form an attractive feature of the landscape and an amenity area.

RV25 FOULRIDGE, COUNTY BROOK MILL
SD 886 439
A site with a long history, recorded as a corn mill in early 18th century, later hand-loom weaving on the site, then became a dye-works. Taken over for power loom weaving in 1860s. Reservoir survives to the west.

RV26 FOULRIDGE, CROFT MILL
SD 889 421
Built 1922-23, a small electricity powered weaving mill, but it had a boiler for heating and sizing, of which the rather splendid chimney was sadly demolished in 2005.

RV27 GISBURN TUNNEL
SD 826 489
On the Lancashire & Yorkshire Railway's line from Chatburn to Midland, at Hellifield, opened in 1880. Not really a tunnel, but a covered way under Gisburn Park 152m long, with castellated stone portals each end.

RV28 GREAT HARWOOD, WEVEREDGE MILL
SD 729 318
Although it has lost its chimney, a good example of an early 20th century weaving mill built in 1905 and designed by Clayton & Goodfellow, the Blackburn engineers. Blackburn-style, all on one storey.

RV29 GREAT MITTON, BRIDGE
SD 716 387
Early 19th century three-arch stone bridge over river Ribble, replacing former ferry. The old road down to the ferry is traceable east of Mitton Church. The Aspinall Arms on the south side of the river was formerly called the Mitton Boat.

RV30 NELSON, CANAL WAREHOUSE
SD 857 381
On the eastern bank of the Leeds and Liverpool Canal. Brick-built three storey, 12 by 2 bays with two sets of loading doors on the canal side with barge-board canopies. Handcrane on the southern gable.

RV31 NELSON, LOMEShay MILL
SD 851 377
Large complex of mills which originated as a wool spinning mill in late 18th century by the Ecroyd family, prominent local clothiers. Later devoted to weaving. Built 1780. All the earlier buildings were replaced between 1845 and 1871 when a series of single-storey weaving sheds, warehouses and a multi-storey preparation range were built. The classical eastern front, built between 1845 and 1859 is very striking. Associated early workers' houses (two storeys and stone built) survive in Sun Street and Water Street.

RV32 NELSON, LOMEShay BRIDGE MILL
SD 853 377
Combined stone built canal side mill owned by the Heritage Trust for the North West. A canal side wall which exactly follows the curving line of the canal is particularly impressive. Built 1841 and there is a date stone with the initials S.H. Another date stone inscribed 'TBE 1899' suggests restoration or extension by T.B. Ecroyd of Lomeshaye Mills. Four storeys stone-built, pitched stone-flag roof, ten by four bays. Probably the oldest surviving textile mill building in Nelson (Ashmore 1982, 212).
RV33 NELSON, PENDLE STREET SHED
SD 857 383
A ruinous but good example of what is in effect a double weaving mill with multi-storey warehouse and preparation blocks at each end. Notable for its chapel-like frontage to the preparation blocks. Dated 1885.

RV34 NELSON, SPRING BANK MILL
SD 852 375
Good example of a stone-built weaving mill with three storey preparation and warehouse block built as a room and power mill. Built n 1893. Weaving shed had traces of square bearing boxes for shafting in outside wall. There was a tall engine house on canal side.

RV35 NELSON STATION
SD 860 376
On East Lancashire Railway’s Burnley-Colne line, opened 1849, in use. Track carried over Railway Street by twin bridges with cast iron beams. Island platform with attractive wood and glass canopy supported on two rows of cast iron pillars, each with four decorated brackets. Station Hotel opposite entrance with red-roofed towers and dormer windows, 1893, described by Pevsner as ‘Elizabethan to Stuart style’.

RV36 NELSON, VALE STREET SHED
SD 866 375
Steam powered cotton stone-built weaving mill initially built in 1879-87 but rebuilt in 1890 and 1910. Built by James Nelson as a room and power mill with a 500 hp steam engine. Long range of two-storey buildings with large weaving shed to south-west.

RV37 NELSON, VALLEY MILLS
SD 868 372

RV38 NELSON, GROUP OF SIX COTTON-WEAVING MILLS
SD 870 382
All with single-storey north-light sheds, two and three-storey preparation buildings, separate engine and boiler houses. Oak Bank Mill, built in 1890s; Hendon Mill, also 1890s but on evidence of date stone rebuilt 1913; Malvern Mill with date stone 1912; and the late 19th century Glenfield Mill and Dale Shed.

RV39 PADIHAM, BRITANNIA MILL
SD 796 339
Stone-built mill and weaving shed north of river Calder, with tall engine house and water tower with name of mill and date 1866. In use by cotton-waste firm.

RV40 PADIHAM, JUBILEE MILL
SD 797 333

RV41 RIBCHESTER, BRIDGE
SD 662 357
Fine stone bridge over river Ribble with three segmental arches on stone piers, rising to centre, parapet walls curving towards road. Built 1774, before when there was no bridge between Edisford (Clitheroe) and Preston but a series of ferries, e.g. at Milton, Hacking, Dinckley, Salesbury, Osbaldeston, Balderstone and Samlesbury.
RV42 SAMLESBURY, ROACH BRIDGE MILL
SD 596 288
A water-powered cotton mill on the river Darwen started in late 18th century by John Watson, who built a gallery for his apprentices in Salmesbury Church. Worked until 1870s then taken over for paper-making by Roach Bridge Paper Co. before 1880. Three-storey, stone-built mill, seven by three bays, dressed quoins, impressive weir at side.

RV43 TRAWDEN, BLACK CARR MILLS
SD 912 390
Late 19th century steam powered weaving mill. Three-storey, stone-built preparation and warehouse ranges to north and south with weaving sheds between.

RV44 WHALLEY, ABBEY MILLS
SD 733 360
Formerly water-powered corn mill on or near site of the mill of the famous Cistercian abbey. Built 1837 by J Taylor of Moreton Hall. Four storeys; stone-built, central loading openings and line of four windows each side, two-storey extensions west and east. Internal structure of cast iron pillars, timber beams, joists and floors. Once had six pairs of millstones. Stone-built wheelhouse on the north, with grille and iron sluice worked by counterweights. Waterwheel 15ft 6in (4.7m) diameter, 9ft (2.7m) wide, iron axle, hubs, and rims, buckets, wooden spokes, stopped 1961 but still in situ. Mill race 61m under King Street to fine shallow V-shaped stone-built weir on the River Calder. Sluice at entrance to race with rack-and-pinion gear operating two wooden paddles (Ashmore 1982, 227). Now converted to residences.

RV45 WHALLEY, GARAGE
SD 733 361
Western side of King Street. A single storey, stone-built, shed-type 1920s garage with folding wooden doors and an alcove for a metal pump. Typical of pioneering motor service agents.
INTRODUCTION
Modern south-east Lancashire is defined by the Rossendale Uplands, the gateway to which is Blackburn. The town is essentially industrial in character, although a market was held here as early as 1526 and the parish church is medieval. Amongst the earliest industry in the area was the Alum. Craig Alum works at Pleasington (SD 636 280) was visited by James I in 1617 and now a Scheduled Ancient Monument, although only earthworks are visible. Blackburn has a long tradition of textile manufacture, and was noted for its fustians (originally a linen-wool mix) in the 17th century and its grey cloth (a type of fustian which by this date was a cotton-wool mix) in the early 18th century. Little is left of this domestic industry and the vast majority of the remains around the town date from the high industrial period of the 19th century. Early water-powered mills and finishing works cluster along the rivers Darwen and Blakewater. Later steam-powered mills can be found along the Leeds and Liverpool Canal (opened through the town in 1810 with an important wharf at Eamam) particularly in the areas of Audley and Nova Scotia. A specialisation in cotton weaving from the 1840s and the development of a significant engineering industry, spurred by the arrival of the railways, led to massive population growth and created one of the typical industrial Lancashire landscapes; a single-storey weaving shed and preparation and storage buildings, with tall engine house, boiler house, and chimney - the Blackburn-type weaving mill. At its peak around 1914 more than 100 mills were working in the town.

To the east and south of Blackburn, on the northern slopes of Rossendale, are several important cotton mill towns. Accrington is a wholly new cotton town of the 19th century created out of the townships of Old and New Accrington, areas of scattered farms and cottages with a substantial domestic manufacture of woollens in the 18th century. Eventually the town had 50 cotton-spinning and weaving mills along several streams and surrounded in many areas by a grid pattern of streets with rows of stone-built workers' cottages. However, it is probably better known for the cluster of brickworks around its fringes, which grew up in the mid-19th century producing amongst other products glazed blue brick and highly-fired red engineering bricks. Today only one site is working. Neighbouring Oswaldtwistle was also a significant 19th century weaving centre and Mossow Mills, now a retail centre, retains an extensive range of weaving sheds dating from the 1820s onwards. Both towns became a major focus for the calico-printing industry but little of this textile branch now survives, although the remains of Broad Oak Print Works is a notable exception. To the north-east were once traces of 19th century collieries, mostly drift mines, along the valley of Greave Clough, but most of this industrial archaeology has gone. Darwen, to the south of Blackburn, lies on the river of that name and became another major 19th century weaving centre and paper manufacturing centre. It has one of the most iconic of Lancashire's industrial images; the Italianate chimney of India Mill which dominates the town's landscape.

The Rossendale Uplands to the south-east of Blackburn are defined by the steeply sided valley of the River Irwell and its tributaries Holden Brook, Liny Water, and Whitwell Brook. Along the valley are a number of significant textile towns. Haslingden on Holden Brook is the most westerly of the Rossendale townships and is crossed north to south by the Bury-Whalley road, turnpiked under an Act of 1789, and by the East Lancashire Railway's line from Stubbins to Accrington, opened in 1848. There are several water-powered mill sites including the water-powered fulling mill and steam-powered cotton spinning mill at Helmshore, now a working museum. Rawtenstall is an entirely new 19th century industrial town serviced by the East Lancashire Railway's line to Bury, which still functions as an enthusiast's steam railway. The town retains a number of large stone-built mid-19th century mills and weaving sheds, the most impressive of which is Ilex Mill, as well as traces of the domestic industry such as the late 18th century proto-factory known as the Weavers' Cottage. In the late 19th and early 20th centuries it became prominent in the development of felt, slipper, and shoe manufacture. East is Waterfoot, another textile town which became the centre of the growing felt, slipper and shoe industry in the same period. By 1900 there were 13 slipper firms in the town, and the industry also stimulated the growth of ancillary trades, such as cardboard box making, rubber processing, quilting and leathercloth making. Bacup had water powered mills as early as the late 18th century and with the arrival of the railway in the
1840s steam powered mills became common. In the late 19th and 20th centuries the town diversified into felt, slipper and shoe-making, re-using former cotton mills. Finally at the eastern end of the valley are Facit and Whitworth cotton and quarrying townships north of Rochdale, with housing strung out along the line of the Spodden valley and the road to Bacup. The Lancashire and Yorkshire Railway line from Rochdale to Bacup was opened to Facit by 1870, and throughout by 1881 and helped to service more than 20 gritstone quarries, the largest of which were Britannia and Facit. These lie on the western side of the valley between Bacup and Facit, and are amongst the largest in Lancashire, and supplied building stone for many of the rapidly expanding Lancashire cotton towns in the 19th century.

BLACKBURN
BL01 ALBION MILL
SD 674 262
On south bank of canal east of aqueduct. Late four-storey brick-built mule spinning and weaving mill with tower at north-west corner, engine house and boiler house alongside canal. Built 1856-8. Later used for ring spinning. Closed in 1975 and later used for shoe manufacture.

BL02 ALMA MILL
SD 687 279

BL03 ANAGLYPTA PAPER WORKS
SD 688 237
A four storey brick-built mill structure built as part of the paper works in 1894.

BL04 BLACKBURN STATION
SD 685 279
Originally built 1847 for Blackburn & Preston Railway. East Lancashire Railway’s line from Accrington and line from Bolton were opened 1848.
Four storeys with hoist towers at either end. The eastern external engine house has been replaced. Currently in use as business units.

**BL11 EANAM BREWERY STABLES**  
SD 686 280  
A two storey brick-built office of the mid-19th century with warehouse to the left front a group of stables within the rear courtyard.

**BL12 EANAM CANAL WHARF**  
SD 689 282  
Important wharf on the Leeds and Liverpool Canal, now marina. Stone buildings, including two-storey stables at east, two or three-storey warehouses with wooden hoist covers and projecting loading canopies over canal, two-storey wharfmaster’s house at west, iron base of former crane, single-storey office, boat-shaped in plan, with stone-flagged roof. North-east of the basin on Dock Street is a three storey stone-built canal warehouse of five bays with central loading slots.

**BL13 EWOOD AQUEDUCT**  
SD 676 265  
Carries Leeds & Liverpool Canal over valley of river Darwen and opened 1810-6. Stone-built, single arch, strongly bowed in plan, outward batter each side, buttresses both sides of arch, projecting string course below parapet, substantial side walls. There is a 500m long embankment running to the south-west.
BL13: Leeds & Liverpool Canal at Blackburn

**BL14 FLORENCE MILL**  
SD 688 299

Immediately south of Carr Cottage Mill. A brick-built weaving mill with two storey preparation and warehouse wing.

**BL15 GREEN BANK MILL**  
Centred SD 695 286

On the southern side of the Leeds-Liverpool Canal. A four storey brick-built spinning mill of 1887 with a detached engine house and an earlier internal beam engine house.

**BL16 GREENLOW MILL**  
SD 696 286

A weaving shed was built here in 1839-40 and extended in 1881 to the south-east of the Leeds Liverpool Canal. The warehouse/preparation wing is three storeys, with double windows on ground floor and cast-iron lintels over main doors, and dates from 1898.

**BL17 IMPERIAL MILL (LB)**  
SD 700 287

Edwardian double mill for ring spinning. Designed by Sidney Stott of Oldham. Blackburn's best example of a large cotton-spinning mill, c. 1900, four storeys, brick-built with yellow-brick decoration, large rectangular windows in threes, towers at north-west and north-east corners, six-bay engine house on canal side with long semi-circular arched windows, tall circular brick chimney (Ashmore 1982, 187)

**BL18 NOVA SCOTIA LOCKS**  
SD 679 269 to SD 683 271


**BL19 ROE LEE MILLS**  
SD 686 303

A pair of weaving mills. The stone-built Old Mill dates from 1856-7 with later additions and the brick-built. New Mill dates from 1905-6. Duckworth & Eddleston, who also had Carr Cottage Mill, east of Whalley Road, took over old mill in 1902 and built the New Mill in 1906. Both have large weaving sheds but only Old Mill has a two storey preparation and warehouse block.

**BL20 SOHO FOUNDRY**  
SD 686 281

A late 19th century four storey red-brick warehouse and office building, with corner pilasters and dentillations below the pitched slate roof, survives with ruined single storey foundry buildings to the south (rear). Sited originally founded in 1803.

**BL21 STAR BREWERY**  
SD 687 282

North of Eanam Wharf, but it has been almost entirely modernised. Started 1806-7 by David Thwaites and Edward Duckworth. A mural showing the delivery of beer by horse-drawn drays can be seen from Eanam Road.

**BL22 STAR PAPER MILL**  
SD 643 250

Opened in 1875 and still in production. Much of the site has been rebuilt but a boiler house of 1905 is visible.
BL23 STEAM TRAMWAY DEPOT
SD 708 281
On Whitebirk Road. The tramway depot was established around 1881. The oldest buildings on the site have slate roofs and skylights and are brick-built with round-headed and circular windows. There is a single storey workshop range to the east.

BL24 WEST VIEW PLACE
SD 665 286
Early 19th century stone-built handloom weavers' cottages. Part of the Mile End textile settlement with more than 60 dwellings, built 1817-30.

THE ROSENDALE UPLANDS

R01 ACCRINGTON, BAXENDEN PRINTWORKS
SD 776 259
In valley of Woodnook Water. Started c. 1790 as water-powered wool-carding and jenny-spinning mill by Benjamin Wilson, who went over to printing and bleaching in 1799. Present works built in 1820s. Dyeing only from 1864. Some of 19th century stone buildings survive, including a watch house and former printing shops.

R02 ACCRINGTON, BROAD OAK PRINTWORKS
SD 767 279
One of the major early calico-printing works of the area. Started in by 1782 by Taylor Fort & Bury of Oakenshaw Works, Clayton le Moors. Survivors include a five gabled range of tall workshops in stone and a single storey range on the south are still in use by a foam works company. Further up the valley survive reservoirs for the print works.

R03 ACCRINGTON, BUS AND TRAM DEPOT
SD 756 288
South of Hyndburn Road, built 1835-86 for Accrington Corporation's steam trams, with routes to Church, Clayton le Moors and Blackburn. Electri-

R04 ACCRINGTON, GLOBE WORKS
SD 757 283
Famous textile engineering works of Howard & Bullough, started 1853 by John Howard and James Bleakey, joined by James Bullough 1857. Biggest employer in Accrington in 1920s. Became part of Textile Machinery Makers with other Lancashire firms in 1931. The main survival is a five-storey stone-built structure with corner pilasters of 1892-93 on Scatcliffe Street.

R05 ACCRINGTON, HAMBLEDON MILL
SD 761 296
Built by Great Harwood Mill Properties Co, 1912-13, and leased to weaving firm with 760 power looms. It was the last weaving mill to close in accrington in 1977. Long 20 bay two-aisle two-storey preparation and warehouse building on west, large weaving shed to east with engine house.

R06 ACCRINGTON, HUNTOC BRICKWORKS
SD 772 310
The site of the Huntcoat Brick Works started in 1894 for the production of facing, ornamental and engineering bricks. There was a tramway and a later aerial ropeway to the quarry south of Burnley road. Today late 20th century brick-making plant on site with square-section brick chimney still occupies the site.

R07 ACCRINGTON, LODGE MILL
SD 758 260
On the eastern side Victoria Street is a weaving mill dated 1879 on cast iron beam over boiler-house entrance, built by Eli Higham of Woodnook. Stone built with circular chimney on square base.
R08 ACCRINGTON, QUEEN MILL
SD 764 293
Large brick-built weaving shed of 1912-13 built by Accrington Mill Building Co. and leased to Queens Road Mill Co containing 700 power looms. Closed 1964. Although it has lost its chimney, a good example of an early 20th century Blackburn-style single-storey weaving mill.

R09 ACCRINGTON, STATION
SD 755 284
Opened 1848. The long curving platforms and cast-iron footbridge are all that remain.

R10 ACCRINGTON, TEXTILE MACHINERY WORKS AND WEAVING SHEDS
SD 748 280 to SD 748 282
A group of engineering buildings focused upon Fairfield Street. Brick-built machine shops built 1902-04 by Lang Bridge for manufacture of equipment for textile trade, including finishing machinery, fire doors and extinguishers, dust-removing apparatus. Closed 1967. The Charter Street Works was used 1906-07 by Alfred Hitchen for manufacture of Globe cars. Howard & Bullough took over the site in 1907 for moulding and machining. The main survival is a range of single storey red-brick workshops with an ornate frontage.

R11 ACCRINGTON, VIADUCT
SD 758 289
Dominant feature of town centre is high curving stone-faced viaduct with 21 brick arches of the East Lancashire Railway, built 1847, restored 1866-67.

R12 ACCRINGTON, VICTORIA MILL
SD 761 278
Five storey, brick, built 1856 as cotton spinning mill. 12 by 12 bays with corner pilasters and circular brick chimney. Brick weaving sheds to the east.

R13 ACCRINGTON, WOODNOOK MILLS
Centred SD 759 277
Large four to five-storey brick-built spinning mill, corner pilasters, octagonal brick banded chimney, engine house, remains of weaving shed to south. Built by the Accrington Cotton Spinning & Manufacturing Co, a cooperative venture, built 1889-90.

R14 BACUP, BRITANNIA MILL
SD 868 215
Stone-built cotton spinning mill with two, three and four-storey buildings and internal engine house for beam engine. Became a shoe factory in the 20th century.

R15 BACUP, BROAD CLOUGH MILL
(LB)
SD 868 227
Originally water-powered mill started by John Lord. Steam engine by 1838. 'JL 1835' on date stone over doorway. Three storeys, stone-built, internal structure of cast iron pillars, timber beams and floors. Square stone chimney.

R16 BACUP, IRWELL MILL
SD 867 224
Mid-19th century stone built combined cotton mill with a five storey spinning block. Tall beam engine house on the west. To the north are a range of three stone-built, three storey, weavers' cottages with top floor tripartite windows in pairs.

R17 BACUP, WATERSIDE MILLS
SD 867 234
Early Victorian cotton mill, four storeys. Stone-built, pitched slate roof, base of square stone chimney; date stone 1859 over archway. Became shoe factory. To north on east side of valley is good example of industrial housing, with rows of two-storey stone-built cottages running up the hillside.
R18 CHEESDEN VALLEY,
FOUR ACRE MILL
SD 828 175
Earliest mill site in the Cheesden valley, dating
from around 1780, and possibly the highest textile
mill site in Lancashire at 320m AOD. Remains of
stone building with waterwheel pit, pond and race
to north. There are also the remains of coal work-
ing in the area and an old coal-pit road runs along
the side of Turf Moor above the valley.

R19 CHEESDEN VALLEY,
LOWER CHEESDEN LUMB MILL
SD 824 162
Lies at 250m AOD at Lumb Bridge. Started as
a woollen finishing mill, later carding, around
1789. Converted to cotton in early 19th century.
Ruinous remains comprise the ruins of the three
storey stone mill straddling the stream, a stone-
lined wheel pit, and the embanked mill leat above
the mill.

R20 CHURCH, AERO MILL
SD 744 293
On eastern bank of the Leeds and Liverpool
Canal is Aero Mill, founded as Albion Mill in the
mid-19th century. Three storey stone-built cotton
spinning mill six by two bay mill with a an internal
enginebeam engine house. Late 19th century
brick three storey extension and circular brick
chimney.

R21 CHURCH, BANK MILL
SD 742 291
Mid-19th century weaving mill with stone-built
weaving sheds and a brick built engine house
and chimney. On the southern side of the Leeds
and Liverpool Canal.

R22 CHURCH,
WHARF CANAL WAREHOUSES
SD 742 286
On north side of Blackburn Road at right-angled
bend in Leeds and Liverpool Canal. Two stone
buildings, four storeys and attic, with arched
opening to wharf between them, loading openings
on canal end of last building. Single-arch, stone
humped bridge on Bridge Street.

R23 CLAYTON-LE-MOORS,
ACC RINGTON BRICK & TILE WORKS
SD 756 302
Built by Accrington Brick & Tile Company in 1887,
following earlier small scale operations. Famous
for production of Accrington machine brick used
for cotton mills and other industrial buildings and
for houses throughout Lancashire. Still working.

Staffordshire continuous kilns, early tunnel kiln
for terracotta, machine shops with brick-making
machines.

R24 DARWEN, CULVERT MILL
SD 697 205
On Watery Lane. A very small mill dated to 1856
which must make it one of the earliest surviving
weaving sheds in Lancashire, although it was
rebuilt in 1890.

R25 DARWEN, HAMPDEN MILL
SD 697 211
Weaving mill of 1860 and later, on the corner of
Spring Vale Road and Grimshaw Street. Three
storey stone-built warehouse and preparation
block and stone weaving sheds.

R26 DARWEN, HOLLIN GROVE MILL
SD 688 234
East of Blackburn Road. Built 1918. Earlier stone-
built north-light weaving shed and three-storey
preparation block to the north, later brick-built
shed and two-storey mill to the south. All now
business units.

R27 DARWEN,
HOL LINS PAPER WORKS
SD 688 238
On the eastern side of Hollins Road. Former
bleach works taken over by Potter's around
1844 and rebuilt 1859. Mostly recent buildings,
but traces of earlier stone-built sheds. To west is
Anaglypta Paper Works, built by Potter's in 1894
for the Anaglypta wall-covering process acquired
from Storeys of Lancaster; the four-storey building
has been modernised and extended. Now used by
AKZO NOBEL for coatings manufacture.

R28 DARWEN,
INDIA MILL (LB)
SD 694 218
The outstanding textile building in Darwen, erected
1870 by Eccles Shorrock & Co. Six-storey, stone-
built spinning mill, 100m by 30m, intended for 68,000
spindles, projecting central tower on west front, corner
towers, semi-circular arched windows on top floor. Inter-

nal structure of three rows of cast iron pillars, transverse
iron beams and brick arches. Ornamental stone-built
engine and boiler houses. Unusual detached tall square brick and stone chimney of c 90m, on stone plinth at south-west in Venetian style with slit windows in side walls and ornamental top. Preserved at gates is horizontal cross-compound steam engine by J & E Woods of Bolton, 1905, which worked in a local mill until 1970.

**R29 DARWEN, LOWER DARWEN MILL**
SD 686 250
Combined cotton spinning and weaving mill built in stone. On the eastern bank of the River Darwen off Albert Place. Three storey spinning block and two storey preparation and warehouse block. Weaving sheds lie between these two structures.

**R30 DARWEN, MARSH HOUSE MILL**
SD 703 221
A weaving mill built in 1905-06 and very small for its date on Marsh House Lane. Comprises a single storey weaving and processing range, Blackburn-style.

**R31 DARWEN, SUNNYHURST MILL**
SD 683 228
The last weaving mill to be built in Darwen, 1913, on Harwood Street. A single-storey, Blackburn-style, mill structure designed by Stott & Sons.

**R32 ENTWISTLE DAM**
Centred SD 723 173
Built in the years 1832-8 this reservoir is formed by an embankment 360ft long and originally 108ft high which impounded 94 acres and 762 million gallons of water. This scheme was sponsored by local millowners and was designed to secure the water supply for local mills. In 1863 it was bought by Bolton Corporation as an extra water supply for the town.

**R33 HASLINGDEN, BRITANNIA AND ALBERT MILLS**
SD 764 240
Comprises two brick and stone-built four storey cotton spinning buildings from the mid-19th century with a range of weaving sheds and a square chimney along Mill Street.

**R34 HASLINGDEN, LANESIDE FOUNDRY**
SD 789 226
West side of Manchester Road is the site of the former textile engineering works of S S Stott & Co. This consists of two ranges of single storey stone-built engineering shops and a range of early 20th century offices.

**R35 HASLINGDEN, GRANE MILL**
SD 790 228
Built by the Grane Manufacturing Company and powered by a horizontal steam engine from the nearby Laneside Foundry. Two storey brick warehouse and engine house and a range of weaving sheds survive off Back Lane Side.

**R36 HELMSHORE, HIGHER MILL (LB)**
SD 777 216
Important textile museum maintained by Lancashire County Council on site of woolen finishing mill built 1789 by William Turner, who had two other woolen mills in Helmshore. Three storeys, stone-built, stone-flag roof. On ground floor is fulling shop preserved as it was being worked by L & W Whittaker in early 1960s. Four sets of fulling stocks, one dated 1820, two milling machines, small carriage for distribution of urine used as cleansing agent. High-breast waterwheel 17ft (5.2m) diameter, 9ft (2.7m) wide, iron axle, hubs and rims, wooden spokes and buckets, rim gearing with drive to cam wheels on shaft to raise and lower fulling, hammers, and drive to floor above formerly used for raising machines. To north is millpond and race 300 yd (275m) to weir on Ogden brook. The mill to the west has been used for mule spinning: there is a square stone chimney on the hillside opposite with a flue under the road.

**R37 HELMSHORE, PARK MILL**
SD 777 214
A three storey brick-built mill with a wing dated 1893 which is seven by four bays on the western side of Holcombe Road. There is a circular detached chimney. Internally non-fireproof structure with cast-iron columns with collars surrounding heavy wooden beams.

**R38 HELMSHORE, TURNER’S MILL**
SD 776 211
A four storey stone-built woollen mill 15 bays long with an internal beam engine house at its western end on the western side of Holcombe Road. Also known as Middle Mill. Seen of a power loom riot in 1826. Converted to retail use.
R39 HOUGHTON TOWER VIADUCT
SD 626 263
Crosses the river Darwen and built: 1844-46 by Blackburn and Preston Railway, three high semi-circular stone arches.

R40 IRWELL VALLEY, DALE MILLS
SD 827 225
A four storey stone-built block from 1854 with two ranges of weaving sheds currently occupied by upholstery manufacturers.

R41 IRWELL VALLEY, ELECTRICITY WORKS
SD 826 222
Dated 1908. red brick construction with a corner boiler house and long turbine hall to the south along the River Inwll.

R42 IRWELL VALLEY, GAGHILLS MILL
SD 836 221
Large three-storey, mid-19th century stone-built cotton mill. Converted to slipper manufacture in 1899.

R43 IRWELL VALLEY, HALL CARR MILL
SD 817 226
Substantial mid-19th century stone-built cotton mill on southern side of Inwll. Became a shoe works in the mid-20th century and still used for this.

R44 IRWELL VALLEY, UNION MILL
SD 826 224
A four storey stone-built mid-19th century cotton spinning mill with a four-ridge roof. In use for slipper manufacture.

R45 OSWALDTWISTLE, AERO MILL
SD 741 290
A three-storey mid-19th century stone-built cotton spinning mill of 8 by 3 bays with an internal beam engine house. There is a two storey stone-built warehouse and office.

R46 OSWALDTWISTLE, ASPEN COLLIERY COKE OVENS
SD 737 285
Close to the Leeds and Liverpool Canal are a well preserved bank of brick-built beehive coke ovens near the canal basin. Part of the colliery sunk in 1869 by Thomas Simpson & Co.

R47 OSWALDTWISTLE, CANAL WAREHOUSE
SD 743 285
A mid-19th century square-built, three-storey, stone warehouse with arched loading doors to the canal side.

R48 OSWALDTWISTLE, LANE MILLS
SD 745 281
A four-gable, four-storey, stone-built mid-19th century cotton spinning mill with an associated weaving shed.

R49 OSWALDTWISTLE, MOSCOW MILLS
SD 744 280
A complex of weaving mills now used as a shopping centre, museum and catering outlet. The buildings display the development of the weaving shed roof from 1820s to the 1900s. These were part of a stone-built spinning and weaving mill started by Walmsley Brothers in 1820s with 60,000 mule spindles and over 1,100 looms in 1880.

R50 OSWALDTWISTLE, VINE MILLS
SD 732 272
Built by Vine Spinning Co. A four-storey stone-built mill of 1875, with a large brick-built mill of 1905-07 with an ornamental tower. There is an engine house and octagonal chimney between the two mills. The whole is now the Brookside industrial estate.

R51 RAWTENSTALL, BUS GARAGE
SD 811 227
Built in 1938 on the site of an earlier tramway depot on the southern side of Baccup Road. The garage consists of two by 20 bays with stone-built walls and a steel roof truss. There is a long range of gothic-style offices to the front.

R52 RAWTENSTALL, ELR GOODS SHED AND WAREHOUSE
SD 806 223
Three storey stone-built railway warehouse 10 bays by 3 with a single storey stone-built goods shed attached. The goods shed has an unusual roof truss arrangement with an 26m width is spanned by pine beams supported by cast-iron columns. Recently restored and in business use.
R53 RAWTENSTALL, GREENBRIDGE MILL (LB)
SD 816 226
Also known as Hall Carr Mill, this is a four-storey stone-built mill, 20 bays long and four bays wide, with a hipped roof and central tower. There is a detached chimney to the south and a range of weaving sheds to the east which have the usual design of external walls with rows of cast-iron down-spouts which run from the valley gutters between the north-light roofs. Originally constructed 1829-32 as a wool carding mill, it was converted to cotton spinning and weaving around 1841, and in 1939 to slipper manufacture.

R54 RAWTENSTALL, ILEX MILL (LB)
SD 814 227
A huge integrated cotton spinning and weaving complex constructed in 1856 on northern bank of the River Irwell. Later used for slipper manufacture and cotton waste spinning. Now converted to flats. Comprises a five-storey spinning range with integral engine house and part basement; a five-storey storage and preparation range with an internal hoistway built over a private siding from the Lancashire and Yorkshire Railway; a three-storey combined warehouse and office range; a single-storey weaving shed with a later second-storey addition along its southern edge; and a large detached octagonal chimney.

R55 RAWTENSTALL, LOWER MILL (LB)
SD 811 228

R56 RAWTENSTALL, NEW HALL HEY MILL
SD 806 223
Built by Hardman's in 1866. A monumental four-storey stone-built structure 23 by four bays with a dentilled flat roof. There is a fine stone boiler house and a tall beam engine house against the north wall. There is also a detached chimney with oversailor. Re-used as business premises and council offices.

R57 RAWTENSTALL, REEDSHOLME MILL
SD 808 244
A large three-storey stone-built spinning mill and weaving sheds with a datestone of 1864. There is a stone-built engine house and octagonal brick chimney.

R58 RAWTENSTALL, STATION
SD 808 224
Originally terminus of East Lancashire Railway's line from Clifton Junction, opened 1846, and closed 1972. The platform buildings and track have been restored by the preserved East Lancashire Railway. The bridge over the River Irwell has also been rebuilt.

R59 RAWTENSTALL, WEavers' COTTAGE (LB)
SD 815 227
A three-storey, single depth, stone-built handloom weavers' factory built in the late 18th century. The upper two storeys contain workshops and externally the southern elevation has long stone mullion windows grouped in six pairs of three.

R60 RISHTON, ALBERT MILL
SD 726 300
A very late weaving mill built in 1912. Good example of a mill designed by Ashton, Frost & Co. Ltd, Blackburn. Blackburn-style, all on one storey.

R61 RISHTON, YORK MILL
SD 725 305
A late weaving mill of 1910, with multi-storey warehouse/preparation block, unusual for the Blackburn area at this date. There is also a line of stone-built mills and weaving sheds on the west side of the canal.

R62 TURTON, BELMONT BLEACH & DYEWORKS
SD 674 162
Belmont Bleach & Dyeworks dates from the early 19th century and only closed in 2006. The site retains 19th century single and multi-storey stone buildings and 20th century brick buildings with reservoirs north and west and a square chimney.
To the north is a good example of early 19th century industrial community with rows of stone-built cottages along High Street (A675 Bolton-Preston road) and streets to east and west, including South View (houses with stone-flag roofs), Ward Street and Manor Square (row of fourteen cottages with date stone 1804 on corner house).

R63 WATERFOOT, ALBION MILL
SD 837 225
A mid-19th century stone-built spinning block on the eastern side of Burnley Road. 15 by three bays and currently three storeys, although it has been higher. Internal engine house at the southern end of the mill.

R64 WATERFOOT, DALE MILL
SD 836 227
Large cotton spinning complex partially demolished dating from the early and mid-19th century. Two stone-built spinning blocks surviving; a three storey range on the eastern side of Burnley Road and a much longer three storey stone range to the east with an internal engine house running along Whitewell Brook.

R65 WATERFOOT, ELECTRICITY WORKS
SD 825 222
Built c. 1900 for the tramway. Large two-storey brick offices fronting Bacup Road. To the rear is the turbine hall which runs along the western bank of the River Irwell.

R66 WATERFOOT, GAGHILL MILL
SD 836 221
Late 19th century weaving mill, later converted to a slipper works. Two storey stone-built preparation and warehouse. To the north the weaving sheds have been rebuilt as two storey brick workshops.

R67 WATERFOOT, RAILWAY WAREHOUSE
SD 831 218
On the northern side of the former Lancashire and Yorkshire Railway which can still be traced through this part of the Irwell valley as a cycle way. A late 19th century large three storey, 15 by three bay stone-built structure with three loading bays on the northern, A681, road elevation and a truncated chimney on the north-west corner. There is a small associated railway lodge to the east.

R68 WATERFOOT, UNION MILL
SD 824 223
Large mid-19th century cotton and spinning mill complex strung along the southern side of the A681. Stone built spinning block is four storeys and five by 14 bays. To the east are stone-built one storey weaving sheds and two storey and four storey preparation and warehouse ranges. Later used as a slipper works.

R69 WATERFOOT, WATERSIDE MILL
SD 861 217
Large combined cotton spinning and weaving complex south of Bacup Road. A mid-19th century stone spinning block is four storeys and four by 18 bays with an internal corner beam engine house to the north-west and a projecting boiler house and warehouse with square chimney. The weaving shed shave gone.

R70 WHITWORTH, ORAMA MILL
SD 883 178
Late spinning mill at Hall Fold by the railway near the site of former Whitworth Station. Four storeys and basement, brick-built, long rectangular windows in threes, corner pilasters, yellow-brick decoration, tall circular brick chimney with name ‘Orama’, water tower at south-west, engine house with tall semi-circular arched windows on east, occupied by firm of kitchen furniture manufacturers.

R71 WHITWORTH, FACIT MILL
SD 889 190
Large late four-storey, brick-built spinning mill, large window area, south-western corner tower with dome and wrought iron railings, base of chimney and boiler house to east. Occupied by leather merchants. By contrast on opposite side of Bacup Road at Mill Fold, stone mill buildings, some very early, with small, rectangular windows and possible trace of arched opening for water power.

R72 WITHNELL FOLD PAPER MILLS
SD 612 232
Bacup Natural History and Folk Museum, 24 Yorkshire Street, Bacup, OL13 9AE. Tel 01706 873042. Admission Free. Donations welcome.

Blackburn Museum and Art Gallery, Museum Street, Blackburn, BB1 1AJ. Tel 01254 667130. Open: Tuesday to Saturday: 10am to 4.45pm Closed Sunday and Monday and all Bank Holidays. Admission free

British Commercial Vehicle Museum, King Street, Leyland, PR5 1LE. Tel 01772 451011. Open: April to end of September Sunday, Tuesday, Wednesday and Thursday only - October Sundays Only - November to end of March Closed - Public Holidays Open Bank Holiday Mondays Hours Of Opening 10.00am - 5.00pm. Admission: Adults £4.00 Per Person (Children 4-15 Years) £2.00 Per Person (Over 60s £2.50) £1.50 Concessions & child £1.50. Garden and Barn: £1.50. Concessions & children £1. Combined: £4, concessions £2 Family.

Queen Street Mill, Harle Syke, Burnley, BB10 2HX. Tel 01254 724555. Open: Tuesday 6 March to Thursday 29 November 2007 April Tuesday-Friday 12.00-17.00 May-September Tuesday-Saturday 12.00-17.00 October Tuesday-Friday 12.00 - 17.00 November Tuesday-Thursday 12.00-16.00 We are open on Bank Holidays throughout the season, and for 'special weekends' throughout the season. Admission: Adults: £3.00 Concessions: £2.00 Accompanied Children: FREE. Adult Season Ticket: £6.00 Adult Multi-Pass £10.00 Family & Friends Multi-Pass £18.00 Free admission to Burnley residents Estimated Visiting Time: 2 hours

Clitheroe Castle Museum, Castle Hill, Clitheroe, BB7 1BA. Tel 01200 424635. Open: Summer - Saturday: 11.15am - 4.30pm Sunday: 1pm - 4.30pm - Open Bank Holidays. Admission: Adults £2.20. Children 50p, OAPs £1.15 Family £4.90

Harris Museum and Art Gallery, Market Square, Preston, PR1 2PP. Tel 01772 258248. Open: Monday - Saturday 10.00am - 5.00pm except Tuesday 11.00am - 5.00pm - Closed Bank Holidays. Admission: Free.

Helmshore Mills Textile Museum, Helmshore, Holcombe Road, Helmshore, BB4 4NP Tel 01706 226459. Open: Saturday, Sunday 12.00 to 17.00 Monday to Friday 12.00 to 16.00 Open on Bank Holiday Weekends during the season. Admission: Free.

Lancaster City Museum, Markey Square, Lancaster, LA1 1HT. Tel 01524 64637. Open: Monday to Saturday 10.00 to 17.00. Admission: Free.

Lancaster Maritime Museum, St George's Quay, Lancaster, LA1 1RB. 01524 382264. Open: 1st April - 31 October 1 November onwards Open daily except Christmas and New Year Easter to October 11.00 to 17.00 November to Easter 12.30 to 16.00 November- Easter 12.30 pm - 4 pm. Admission: Adults £3.00 Concessions: £2.00 Accompanied Children Free. Adult Season Ticket: £6.00 Adult Multi-Pass £10.00 Family & Friends Multi-Pass £18.00


Rossendale Museum, Whittaker Park, Haslingden Road, Rawtenstall, BB4 6RE. Tel 01706 244682. Open: Saturday, Sunday, Tuesday, Wednesday and Thursday 1 pm to 4.30 pm (April to October) 1 pm to 4 pm (November to March) Closed: Christmas Eve, Christmas Day, Boxing Day, New Year's Day and 2nd January 2007. Admission: Free

South Ribble Museum and Exhibition Centre, The Old Grammar School, Church Road, Leyland, PR25 3FJ. Tel 01772 422041. Open: Opening Times Tuesday & Friday 10 am - 4 pm Thursday 1 pm - 4 pm Saturday 10 am - 1 pm. Admission Free.

Towneley Hall Art Gallery and Museum, Towneley Park, Burnley, BB11 3RQ. Tel 01254 424213. Open: 12-5pm Saturday to Thursday, closed Fridays and is free to Burnley residents. Admission: Free.

Weavers' Cottage, Rawtenstall, Fall Barn Road, Rawtenstall, BB4 8JL. Tel 01706 229828.

Weaver's Triangle Visitor Centre, 85 Manchester Road, Burnley, BB11 1JZ. Tel 01254 452403. Open: 2pm to 4pm Easter to end of September; Saturday - Tuesday October: Sundays only. Admission free - donations welcome
FURTHER READING


George A D, 1974  The Industrial Archaeology of Preston. Preston.


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