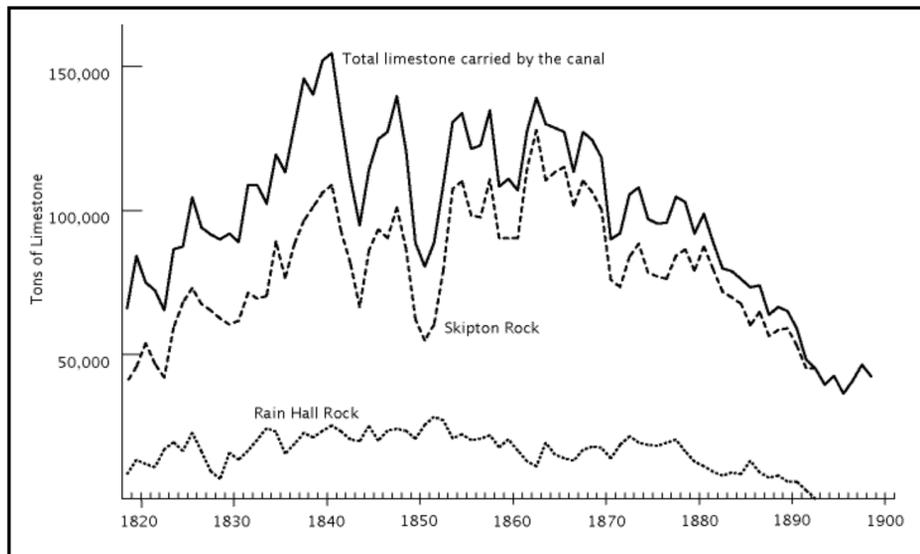


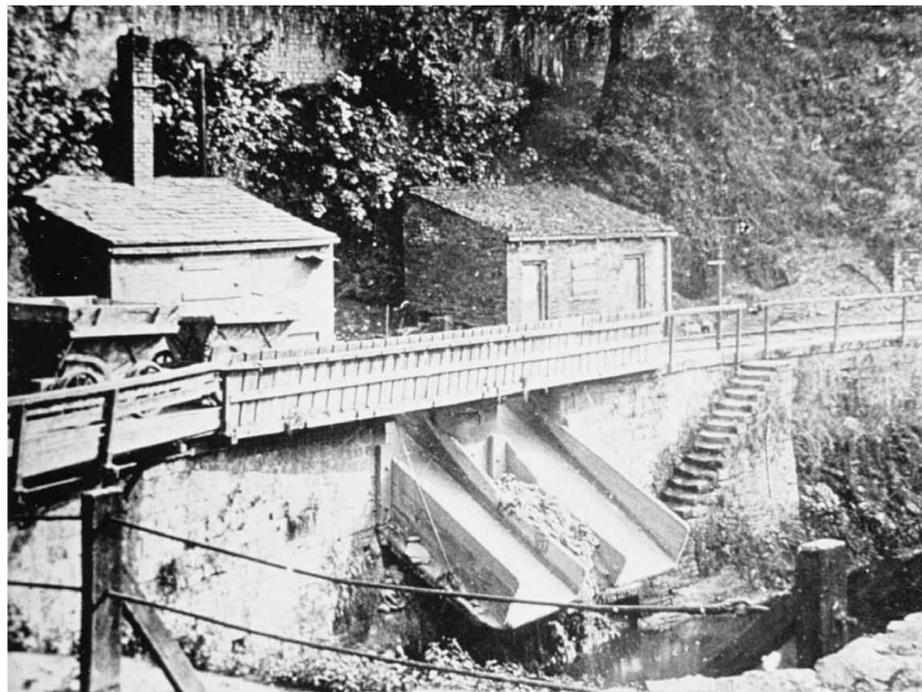
CARGO



Rain Hall Quarry was at the end of a short branch canal which had two tunnels. Stone was loaded into boats virtually at the quarry face, as can be seen from this photo of circa 1895.



Limestone was originally expected to be the most important cargo. Around 1840, 150,000 tons were carried annually, a major cargo, but equal to just one eighth of the coal traffic on the canal.



Above: The limestone tip at the end of the Springs Branch canal in Skipton around 1900.

Below: The 4 foot gauge loco **Darfield** which brought the stone from Haw Bank Quarry to the top of the incline down which the limestone wagons were lowered to the tip.



Downholland Bridge	Burnley, Colne Road bridge	Holden Beck
Heatons Bridge	Lodge kiln, Oliver Ings Bridge	Helam Grange
Appley Bridge	Lomishaw	West Riddlesden
Kirklees	Wanless	Stockbridge/Riddlesden
Red Rock	Foulridge	Rishforth
Wigan side of Douglas Aqueduct	Salterforth Wharf	Micklethwaite
Rawlinson Bridge	Cockshott Bridge, Barnoldswick	Cross Flatts
Burnley side of Lime Kiln Bridge	Rain Hall Rock	Bingley (Toad Lane)
Eanam Wharf,	Lower Barnsey Rock	Dowley Gap Bridge
Whitebirk swing bridge	Butts Rock	Shipley
Clayton-le-Moors	Greenberfield Rock	Apperley
Altham Barn Bridge	East Marton Rock	Dobson
Hapton	Earl of Thanet's Rock (Skipton)	Calverley
Molly Wood Bridge	Bradley	Rodley
Gannow	Farnhill Hall (Coneygarth)	Wellington Bridge, Leeds
Whittlefield	Silsden (Pollards)	
Burnley, Nelson side of aqueduct	Bromfoot Bridge	

The location of 32 of the canalside lime kilns in the early 19th century.



Around 15 canalside lime kilns still survive, such as the one on the left near Stockbridge. The canal is behind the kiln and out of sight at the top of the photo. Coal and limestone were brought here and loaded into the kiln at the top, at the side of the towpath. After burning, the lime could be removed through the square hole visible at the base of the kiln. Kilns were often located near streams so that the lime could be 'slaked' when hot, immediately after being removed from the kiln.



On the right is a photo, taken around 1900, of one of the lime kilns alongside the embankment at Burnley. Such town centre kilns were not popular as they created considerable pollution, despite the high chimney. Most kilns were in more rural surroundings. The remains of this kiln, and one on the other side of the embankment, still survive, though the chimney has been demolished.

The photo on the far right shows a lime kiln near Silsden, with the canal crossing the stream used for slaking the lime on the aqueduct in the background.

LIMESTONE