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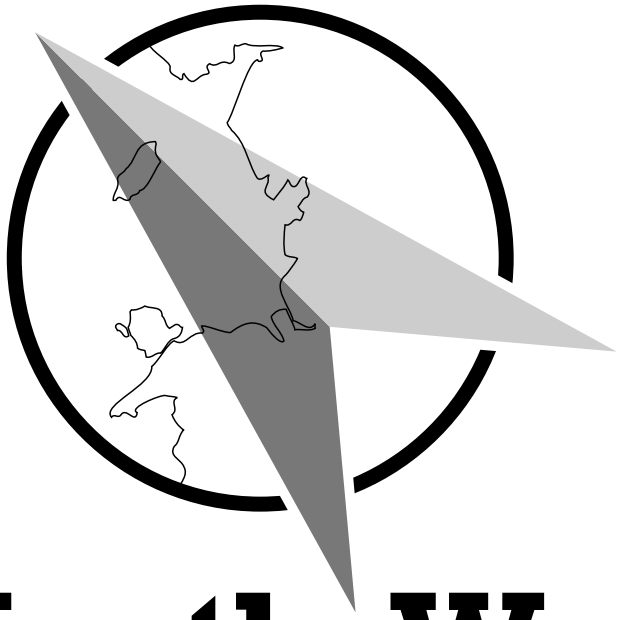

North West Geography

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The North West in Maps

Ordnance Survey One Inch Maps: Rossendale 1895

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One Inch Maps

One inch to one mile (1:63,360) was the original scale of Ordnance Survey maps, first published in 1801. The whole of England and Wales was published at this scale by 1874. Most of Lancashire was published in the 1840s, but parts of Cumberland were not completed until 1869. The maps were revised many times; the original map of this area was first published in 1844. The one-inch scale was replaced by the modern 1:50,000 maps in 1974-6.

As historical documents they are useful to give an overview of an area, and they are especially useful in their depiction of roads and railways, which were the features most often revised. David and Charles reprinted Old Series one inch maps of the whole country, dating from 1860-90. This extract is taken from the Godfrey Edition reprint of the New Series which currently has over 80 sheets (www.alangodfreymaps.co.uk).

Rossendale

Rossendale is a tract of upland jutting out westwards from the Pennines, rising to over 1500 feet. The area was formerly known as the Forest of Rossendale. In medieval times the word 'forest' meant land set apart for hunting by king & nobility, rather than an area of trees. Much of the area was enclosed from the sixteenth century. This enclosure plus the activities of poor squatters 'produced a landscape of scattered cottages, smallholdings, patches of farmland amid surviving moorland, and an intricate network of paths and tracks … much of Rossendale with its straggling, amorphous settlement pattern, still bear[s] the imprint of this period.' (Crosby, *A History*, 1998, 58). The area produced much wool, and from it woollen cloth was produced.

The map is covered with the unnamed pack-horse tracks which are a special feature of this area. Many of these tracks traverse the higher ground, leading from one water-powered mill to another, avoiding the congested valleys which, from the eighteenth century, began to have turnpike roads on which tolls were payable.

Turnpikes

From the eighteenth century, the more important roads began to be turnpiked. This process was essentially the privatisation of roads, and the new 'owners' (the turnpike trusts) charged tolls, and were meant to maintain and improve the roads. The reasons for this change were usually a combination of increasing traffic and deteriorating existing roads.

The turnpike network in Rossendale was relatively late to develop. Most of the eighteenth century turnpikes were existing roads which were taken over by the trusts. The first was Blackburn–Burnley in 1755; over thirty years elapsed before the Bury–Haslingden–Blackburn and Whalley–Haslingden–Todmorden roads were turnpiked in 1789. These dates are of the Acts of Parliament; improvements might not have been begun, let alone been completed, until many years later.

From 1794, some turnpikes involved completely new roads being built, or parts of old roads being substantially rebuilt. Examples include Bolton to Blackburn in 1797, Blackburn to Haslingden Grane in 1810, Haslingden to Stacksteads in 1815, Blackburn to Accrington in 1826, and Accrington to Burnley in 1827. This creation of 'New Roads' was a common feature of Lancashire turnpikes; the net result was that many places (for example Haslingden to Blackburn) eventually had two parallel turnpike roads !

All the roads were disturnpiked in the 1870s & 80s, and their maintenance was put in the hands of the County Councils. The map distinguishes eight types of roads; by class, and whether they were metalled or fenced; mileages are shown on the main roads. Clearly this map reflects the predominance of horse transport; most main roads are liberally dotted with smithies. Some inns were high on the moors,

acting not only as places of refreshment, but also of refuge in times of inclement weather. The inclusion of these details along the roads shows clearly one group of buyers the map was aimed at.

Canals

The Leeds & Liverpool Canal received its Act in 1770, but the section shown on this map (Blackburn to Hapton) was not completed until 1810; it was not open throughout until 1816. For its date, this section is of surprisingly old-fashioned construction; instead of using cuttings and embankments it contours wildly at just over 400 feet above sea level, adding over half as much again to the straight-line distance from Blackburn to Burnley. Another consequence was that it was unable to pass thorough the centre of Accrington, but passed through (and encouraged the growth of) Rishton, Church and Clayton le Moors instead. The canal is still open.

An Act was passed for the Haslingden Canal from Accrington to Bury in 1794; the sharp right-angled bend of the Leeds & Liverpool Canal at Church is where it would have ended. Like a number of other speculative canal schemes during the period of the 'Canal Mania', work on it was never begun. But it would be interesting to speculate how that area might have developed if there had been such a major transport link 50 years before the railway was built.

Railways

The railways are the most dominant characteristic of the map. They were the feature most often revised as these maps were reprinted during the nineteenth century. All the railways shown were then part of the Lancashire and Yorkshire Railway.

The East Lancashire Railway built a network of lines through central Rossendale, from Clifton (north of Manchester) to Blackburn and Colne. The sections shown on the map are from Bury to Rawtenstall (1846) and from Stubbins to Accrington, Blackburn & Burnley (1848). The ELR was incorporated into the L&YR in 1859.

Meanwhile there was a scheme by the L&YR to run a direct line from Bolton to Blackburn, and then on up the Ribble valley. The Bolton–Blackburn section was opened in 1848, with a 2015 yard long tunnel at Sough. It was continued north to Wilpshire and Chatburn in 1850, and there it terminated until 1880, when it was finally continued to join the line for Settle and Carlisle at Hellifield. The Great Harwood Loop line was opened in 1877.

The line north of Darwen running to Hoddlesden was a single track goods branch of the L&YR opened in 1876; the local people petitioned the railway several times to have a passenger service, but without success.

Towns and industry

The map is curious in that it shows an area which had developed largely due to the cotton textile and coal industries, and yet both are invisible; no mills or coal pits are depicted or named. However, after the railways it is the towns that stand out on the map. As large settlements they were all relatively new, being based to a greater or less extent on the cotton industry. They were sited in the river valleys to take advantage of the river water for both power and processing. Each town had its own peculiarities and specialities; many achieved borough status during the second half of the nineteenth century. They are described in alphabetical order.

Accrington was a new cotton town of the nineteenth century, specialising in calico printing. Its grid planning of streets is clear from the map. One of its more famous works was the textile engineering works of Howard & Bollough (established in 1853); it employed 3800 in 1902. The Accrington Brick & Tile Works, which opened in 1887, made the famous machine made bricks used throughout Lancashire; it is not shown. None of the local collieries is shown. Accrington was also famous for producing carpet sweepers (at the Ewbank Works from 1889), brushes and billiard tables !

Blackburn had a long tradition of cotton manufacture beginning with fustians in the seventeenth century and then grey cloth in the eighteenth century. John Kay's Flying Shuttle was invented here in 1733. It saw the change from water to steam powered mills. In the nineteenth century it specialised in cotton weaving, and had a population of 128,000 in 1901.

Darwen concentrated on cotton weaving, though wallpaper printing was begun by Charles and Harold Potter in 1839. Other industries included coalmining, bricks and tiles. A famous feature was the 300 feet India Mill chimney built c 1870.

Helmshore (south of Haslingden) has the important textile museum of Higher Mill. It was a

originally a woollen finishing mill built in 1789, and still has a fulling mill powered by a waterwheel.

Oswaldtwistle relied on calico printing and coalmining; it was the home town of James Hargreaves, who invented the Spinning Jenny in 1764.

Ramsbottom was developed by the Grant brothers from 1806; they were the models for the benevolent mill-owning Cheeryble brothers in Dickens' *Nicolas Nickleby*. Local industries included cotton, textile finishing, and paper. Above the town stood the Peel monument (Holcombe Tower) built in 1850s to commemorate Sir Robert Peel who was born in Bury.

A few other features stand out on the map. There are numerous reservoirs which provide water for the towns and mills. There are many churches and chapels throughout the map; this was a strong non-conformist area. In and around the towns are many workhouses and hospitals.

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BLACKBURN
ACCRINGTON
DARWEN
HASLINGDEN
GREAT HARWOOD
CLAYTON-LE-MOORS
RISHTON
OSWALDTWISTLE
LOWER DARWEN
OVER DARWEN
ECCLESHILL
LONGWORTHY
QUARLTON
Oswaldtwistle Moor
Tyrton Moor
Grey Stone Hill
Musden Head Moor
Edgeworth Moor
Holcombe Moor
Harcles Hill
Bull Hill
Broadhead
Whitebirk
Cowhill Fold
Stanhill
Broadfield
Baxenden
Rising Bridge
Cocker Brook
Knuzden Brook
Hoddlesden
Yate and Pickup Bank
Slate Pits
Edgerton Moss
Musbury Heights
Sunny Bank
Ewood Bridge
Helmshore
Stubbins
Holcombe
Hazel Thorpe
Turton Heights
Dimple
Tunnelworth Hall
Cuddyhaw
Edge Fold
Cranberry Moss
Knowl Fold
Grimshaw
Duckworth Hall
Sough Lane Ends
Workhouse
Reservoirs
Liverpool & Accrington Line
L. & Y. R.
Blackburn & Bolton Line
Blackburn & Burnley Line
Bolton & Blackburn Line
Bolton & Preston Line
Rifle Range
Inn
Ch.
Sta.
Smithy
Hall
Reservoir
Waterworks
Cemetery
Workhouse
Tunnel
Viaduct
Turton Bottoms
Turton Sta.
Hasl. Grane
Children's Homes
Bent Gate
Hardles Wood
Lumb
Cribden Side
Acre
Haslingden Grane
Rossendale Union Canal
Leeds & Liverpool Canal