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The contrast between the canal's original purpose and its usage today couldn't be starker. As a working waterway completed in 1770 it was originally built to link to the Aire and Calder Navigation from Wakefield to Sowerby Bridge with a spur to Halifax at Salterhebble. Latterly it was connected to the Rochdale navigation at Sowerby Bridge.

In the cold of a Yorkshire winter, there was precious little evidence of boating activity (save for a couple of canoes) beyond the basins whilst the towpath is in constant use by a variety of modern-day users, both for leisure and as an actual path for travel along the Calder valley with good access along its route. This century has seen more residential development on the outskirts of Sowerby Bridge which of course contributes to the towpath traffic.

There is a strong sense of flow from the lazy current to the numbered bridges and locks and it's not difficult to know where one is, whether walking, running or cycling along what was initially constructed for the benefit of those equine engines of the eighteenth century.

References

https://en.wikipedia.org/wiki/Calder_and_Hebble_Navigation

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