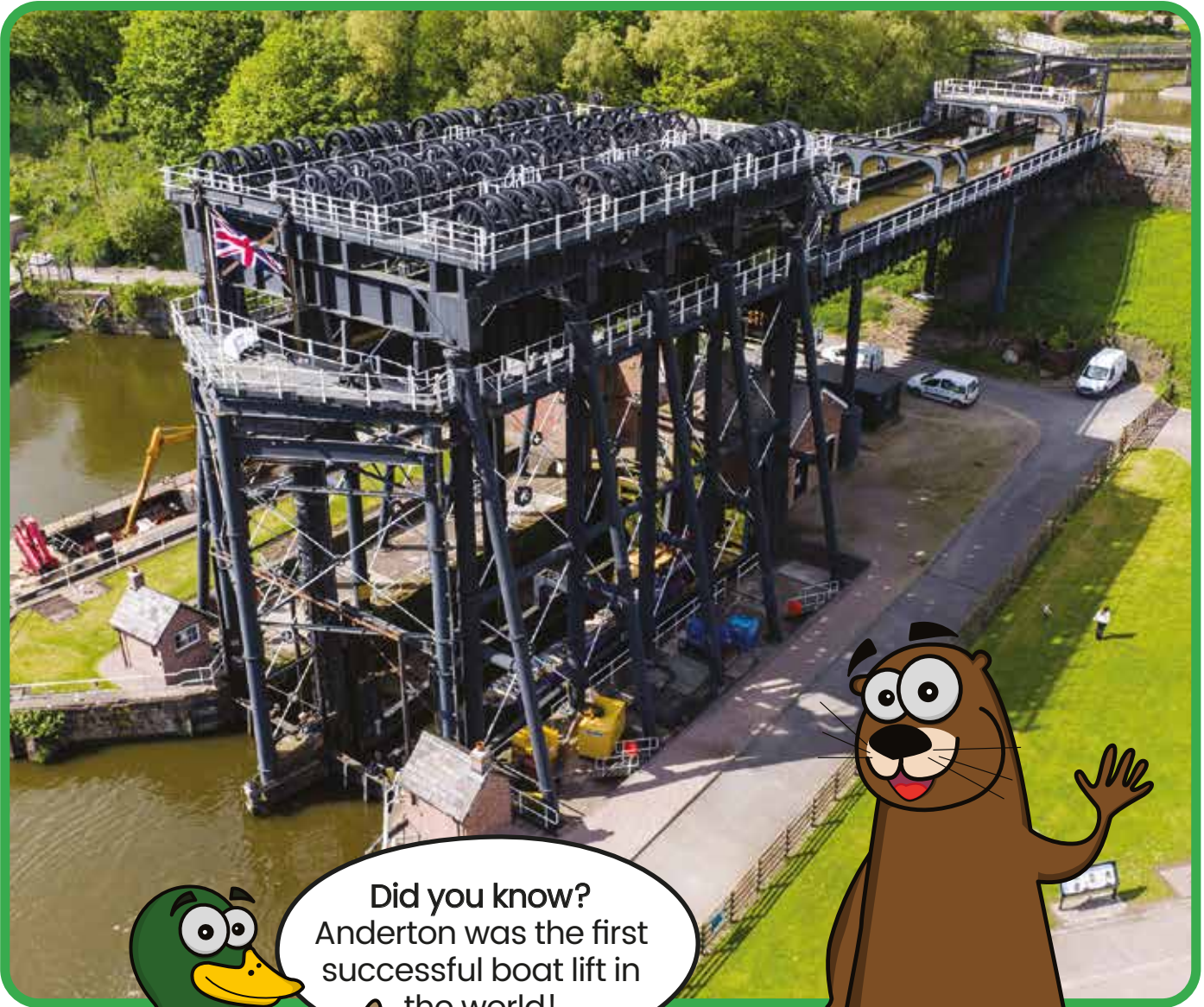


Anderton Boat Lift **Fact File**



Did you know?
Anderton was the first
successful boat lift in
the world!



It carries boats
between the River Weaver
and the Trent & Mersey
Canal.

Where did it all begin

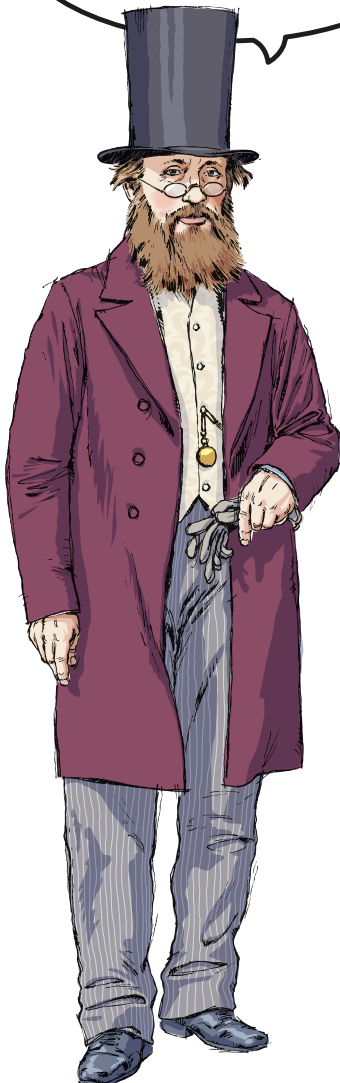


Anderton Boat Lift in 1875



Anderton Boat Lift in 1908

Can you spot the differences between the two pictures?



Edwin Clark

Salt has been produced in Cheshire since Roman times and transported to be used in many other locations. Originally this was done by horse and cart but in the 1700s it became possible to send it by boat along the River Weaver.

This made it much easier for the salt to get to Liverpool, where it was used in factories or sent abroad.

In 1777 the Trent & Mersey Canal was opened to carry clay and flint to Staffordshire and finished pottery back to Liverpool. It was a good way of transporting cargo and lots of people began to use it.

The River Weaver and the Trent & Mersey Canal ran near each other and it was decided to try join the two to make moving cargo even easier.

Locks would have taken up too much room and water so Edwin Clark was asked to design a boat lift, which was opened in 1875.

Unfortunately, after a while, it kept breaking down as the salt in the water corroded the metal mechanisms he had used. So in 1908 Colonel Saner found a new way of operating the lift by electricity.

So how does it work? **And how has it changed?**

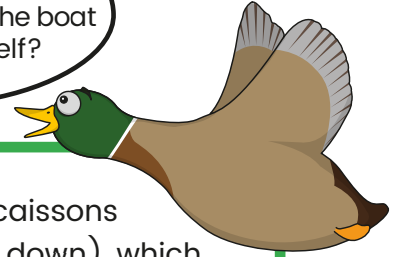


Edwin Clark

1875

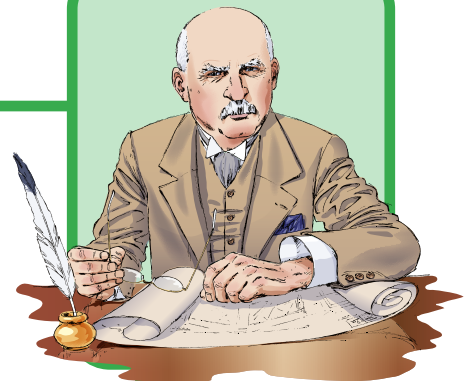
Edwin Clark decided to build a lift with two caissons (the tanks in which the boats travel up and down), which balanced each other. Extra water is put in the tank to be moved down, to make it heavier. As it moves down it pushes the other caisson up. This system worked well until the salt in the water from the factories caused it to break down and they had to come up with a new plan.

Why not visit the lift and experience the boat lift for yourself?



1908

In 1908 Colonel Saner converted the lift to electricity. He used electric motors and huge big pulleys and weights to move the caissons. A strong frame had to be built to hold all the extra weight. It worked well with Colonel Saner looking after its operation. However, as time passed and there was less money for repairs, it started to work less well.



Colonel J. A. Saner

Now

Fewer cargo carrying boats used the lift when better, quicker roads were built after the First World War. After the 1960s it was mainly used by pleasure boats until it had to be shut in 1983 because problems developed and it was thought unsafe to use. Money was raised and the lift was restored and reopened in 2002.

It uses a modern hydraulic system, adopting some of Edwin Clark's ideas but now using oil instead of water and modern materials to help prevent corrosion.



Fascinating Facts

It took 2 years to build the boat lift in 1875.

It cost more than £7 million to restore it.

It was the world's first and is currently England's only working boat lift.

There is about a 15 metre drop between the canal and river.

Colonel Saner looked after the lift for almost **50 years**.

The boat lift is about **25 metres tall.**

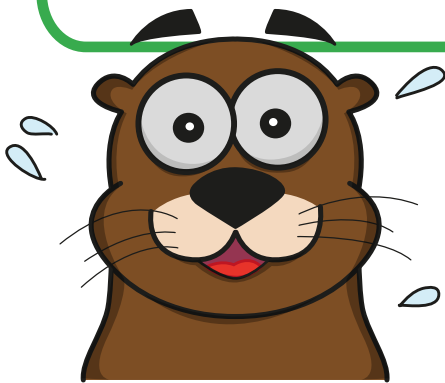


Strange but true

Members of the Trent & Mersey Canal Society took a petition signed by 15,000 people to 10 Downing Street. One of the policemen, standing outside on guard, was so interested he went to find out more when he was off duty.

The boat lift became known as the 'Cathedral of the Canals'.

When the boat lift was being restored, a pair of kestrels decided it would be a good place to nest and so the engineers had to stop work in that area.



Always remember to stay **SAFE** near water
– **Stay Away From the Edge.**