

# BROADSHEET

Magazine of the Staffordshire & Worcestershire Canal Society



*Boundary Stone*

*Photo by Ian Cowdale*



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# Staffordshire & Worcestershire Canal Society 2019-20

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## BROADSHEET

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## Editorial

I hope you have enjoyed your summer and have managed to get onto the waterways or of course are planning to do so in the next few weeks.

**Our last meeting in June was the AGM, which from memory was well attended (thank you). Also thanks to Chris who provided the entertainment for the second half of the evening. We are pleased to say that we have at least maintained our lean committee numbers for another year, although we are still looking for others to take over some of the duties that are currently covered by doubling-up. In addition we are mindful that some key posts will definitely become vacant at the next AGM. Of course, I also must pass on my congratulation to Steven Gray who has deservedly become our new President. The outgoing President's summary of the year presented by Ann can be found in this edition.**

**From the perspective of someone who reads a considerable amount of waterways related media, I am starting to become tired of the almost robotic response of CRT representatives who constantly weave in, often to the exclusion of anything else that is relevant, the 'wellbeing by water' quote. OK, I do probably read more waterways media articles than many, and I understand marketing, but surely there are alternative ways of making this point whilst including some other relevant observations too.**

It is still 2019, so we are still in our 60<sup>th</sup> Anniversary year and the celebrations continue. Next on our list is the Autumn Cruise to the Staffordshire-Worcestershire boundary post that we erected to celebrate the Millennium. Everyone is welcome to attend whether you come by boat or not. This is followed by the Stourbridge Open Weekend. Information on both can be found in this issue. Hidden away under the M5 motorway near Oldbury is the green oasis of Titford Pools. Read inside about the successful bid by a consortium of interested parties to secure a £3.1million European Regional Development Fund grant to improve the water quality and encourage wildlife. A great present too for the Birmingham Canal Navigations which this year is celebrating its 250th birthday.

I am sure you have heard about Toddbrook Reservoir's recent problems and the effect it had on the locality. As it has made the national press, there is little point recounting it again. I have however included in this issue an abridged version of how events occurred from the engineers' perspective; I hope you find it interesting.

In this issue you can find a finalised version of the winter works programme published by the Canal and River Trust from which I have extracted the local works. The Staffs and Worcs appears to benefit from a substantial number of lock repairs and gate replacements, which is all good news.

*Ian Cowdale*

## Presidents Report 2019

Welcome to tonight's meeting. The Society appreciates the commitment of you all and thank you for your support.

We have had a number of successful gatherings this last twelve months. Dimmingsdale in the Autumn of 2018, Wolverley in the Spring of 2019 and Bratch last month where we were privileged to have Malcolm unveil our 60<sup>th</sup> Anniversary plaque. Our final celebration of 60 years will be at the Boundary Post the last weekend in September. Our anniversary reminds me that we must be proud and thankful to our original members for founding what is a most successful canal society.

We have run another successful programme of monthly meetings this year of which the presentations play a major part. Currently I am working at booking speakers for next year although I still have gaps in my programme. It would be useful if anyone has suggestions for presenters and could come up with a contact number, just to make life a little easier. As you have seen we are still meeting at Bradmore and we have not heard anything from the Centre to suggest otherwise. I mentioned in my report last year that we receive no communication directly from the Canal and River Trust whatsoever. The list of contacts published in Broadsheet this year is one that Ian picked up but none that had not been formally been sent to the Society. We were hoping this year with a new Regional Manager, we would experience improved communications but this does not appear to be happening. One would have hoped that the Canal and River Trust would send the society detailed contact numbers as well as names, not just a general contact number. In past years the Committee would know which area of operation and usually who in the organisation they need to contact when they had queries, or wanted to discuss certain issues and to just receive a set of general contact number beggars belief.

Thanks to Ann and Peter for the raffle, Derek and Mary for refreshments and helping organise our gatherings and all those of you who have offered and helped with refreshments. Thanks to all the committee members for their assistance, Ian and Steven for Broadsheet, Colin C for all our advertising income, Fred for this Conservator work and Colin B for managing our membership.

My last three years have gone very quickly but thank you all for your support.

*Ann Pollard*

## Land Boost as Work on Canal Link Continues

A project aiming to restore a waterway link on a Stafford canal network has received a major boost.

The Stafford Riverway link project is aiming to restore the 18<sup>th</sup> century waterway link between the Staffs and Worcs canal at Baswich and the town centre has received a major boost.

The Finney family who owns the land at Baswich where the original basin and towpath is currently being rebuilt, have generously agreed to release the land to

the SRL Community Company which was set up by a group of enthusiastic local volunteers in 2009. The Finney family are well known in the area as it farmed there for many years and had a retail milk business in Stafford.

Ivor Hind, Chairman of the Stafford Riverway Link said 'This is a significant development for us and we're grateful for the generosity and support of the Finney family.'

To celebrate, a public open weekend is being held from 10.00 am to 4.00 pm on Saturday September 7 and Sunday September 8, to which everyone is welcome. The lease for the land will be officially signed and handed over around 11.15am on the Saturday.

## HMRC Announces Consultation on Demise of Red Diesel for Private Leisure Craft

*IWA Bulletin July 2019*

We are appealing to boaters and boatyard operators to respond to a consultation following the announcement that private pleasure craft in the UK will be unable to use red diesel. The Spring Budget stated that HMRC would seek evidence on the impact of complying with the judgment made by the European Court of Justice. The HMRC consultation is about the timescale's required to implement the change.

At our meeting with HMRC officials late last year, we made the case that a change to using white diesel would create insurmountable problems for boat users and the industry. We gave evidence alongside British Marine, the Cruising Association, and the Royal Yachting Association.

The implementation of the ruling will mean the end of the use of red diesel for any leisure boating. Whilst red diesel could continue to be used for heating, it would have to be in a separate tank, and there would be no dispensation for any proportion of fuel used by the engine for generating heat and light. Commercially operated boats would still be able to use red diesel, as would residential boaters with proof of fixed moorings, but boats without a home mooring who are continuously cruising would be required to use white diesel.

It is not practical for most boats that use the inland waterways to have two tanks; inappropriate modifications would raise safety concerns; and many diesel suppliers would simply not supply both red and white diesel due to the costs of installing additional equipment.

We will be taking up the offer from HMRC for further meetings during the consultation, and encourage all boating organisations, boatyards, diesel suppliers, and boat owners to respond to the consultation and provide evidence of the practical implications of the proposals.

The consultation runs until 9th September and can be found on the [Government website](#).

## Better towpaths for the Black Country

*CRT News*

People living and working in the Black Country are now able to enjoy a green, traffic-free route to school and work after we completed a two-year project to improve 11 miles of towpath along the Birmingham Main Line canal.

We were able to make the improvements thanks to funding from the Local Growth Fund 'Managing Short Trips 2 Programme'. The programme was overseen by the Black Country Local Enterprise Partnership and managed by West Midlands Combined Authority in partnership with Dudley, Sandwell, Walsall and Wolverhampton councils.

A major part of these improvements has created a level pot hole and traffic-free route from Birmingham to Wolverhampton that local people can use to commute to work and school, enjoy a leisurely stroll or go for a run throughout the year.

### **Level traffic-free route**

Thanks to a previous project a further 12 miles of the towpath across the Black Country have already been improved along the Wyrley & Essington Canal between Wolverhampton and Wednesfield and Tame Valley Canal between Friar Park and Perry Barr. Some additional funding from Sandwell Council has improved links to and from the towpath to Tipton Station and Tame Valley Parkway.

Adnan Saif, director of Canal & River Trust in the West Midlands said: "Independent research tells us that spending time by the water can help us to lead happier and healthier lives and, with 70% of people in the Black Country living within less than a mile of a canal, our local waterways have a really important role to play.

"These works will ensure that, whatever the time of year, the towpath is a welcoming, accessible place for local people to build some time by water into their daily routines and, in doing so, improve their health and wellbeing."

Ninder Johal, from Black Country Local Enterprise Partnership, said: "Black Country people are rightly proud of their canal heritage and programmes like this enable more people to get out and about on the Black Country's 100 miles of towpath. We know that 66% of journeys undertaken are less than five miles, so this is about creating viable alternatives to taking the car."

Andy Street, the Mayor of the West Midlands, said: "Our region is blessed with a wonderful network of canals and waterways that are often underused.

"Thanks to this latest investment, it is now easier than ever to get around on two feet or two wheels along these scenic paths and away from busy roads.

"Exploring these towpaths not only improves general wellbeing, but it also helps to tackle the climate change emergency the region is facing."

## Canal and River Trust News

### Customer service to open seven days a week

From 7 July 2019, customers will be able to get in touch with our customer service team seven days a week. The customer service team will now be responding to enquiries from:

- Monday - Friday 8am-6pm
- Saturday 9am-5pm
- Sunday 10am-4pm

All contact channels will be open across telephone, web form, email and social.

The team receives all sorts of enquiries from customers, including reports of damaged lock gates, licence enquiries, finding out if a section of canal is open, incidents of vandalism, and questions about how to get involved with volunteering and where to find information on events happening on the waterways.

Jon Horsfall, head of customer service support at Canal & River Trust, said: "Our customers have told us that it would be helpful to be able to speak to us over the weekend and I'm pleased that our customer service team will now be available seven days a week. Many of our boaters do their cruising at the weekend, so it's great that they'll be able to talk to someone if they have a question or something to report when they're out on the cut. We think this added service will be of real value to boaters and all those who enjoy our waterways."

Boaters can get in touch with the Trust by filling out a [webform](#), calling **0303 040 4040**, tweeting [@CRTcontactus](#) or getting involved in a local user forum.

## Women who Helped Save Canals from Closure Celebrated

*BBC Online – 14 July 2019*

*Women who helped to save and restore threatened canal networks are being celebrated by a new project.*

It will record the stories of Black Country women who battled to keep derelict inland waterways open more than 40 years ago. The female boaters "worked so hard, often with no recognition", said organisers Alarum Productions.

Sheila Smith, 86, whose late husband Alan received an MBE, said the women "did as much as the men, if not more". Sheila and Alan, from Stourbridge, spent most of their holidays on the water with their three children in their restored 70ft narrow boat, Laurel.

The canal network was under threat, its commercial use eroded by improved road and rail links post-war, and many routes fell into a state of disrepair. But bands of **enthusiastic volunteers** fought for their survival, and in 1965 the Smiths joined the Staffordshire and Worcestershire canal society to help campaign against their local network's closure.

They boated the 46 miles from Stourport-on-Severn to Stafford frequently to stop the waterway silting up, getting stuck under bridges and hauling filthy

rubbish as they went.

Alan, who was later recognised for his services to the inland waterways, would join the men in lobbying local councillors and MPs. But the women were also grafting hard in the background, organising rallies, carrying out restoration work and entertaining and educating visitors.

"Once we invited around eight councillors to a three-course meal on the boat and took them up the worst bit of the canal in the area," said Mrs Smith. "Three other ladies helped as it was a bit difficult to produce a three-course meal on a narrowboat." The assembled dignitaries realised the extent of the neglect when the boat tilted after hitting a pile of rubbish, making a grapefruit starter slide off the plate.

After the Staffordshire and Worcestershire canal was reclassified as a **cruiseway** in 1968, the Smiths focused their efforts on other threatened UK waterways. It would be more than a decade before the couple could sit back and enjoy the fruits of their labour.

Mrs Smith now says she feels most proud when she sees boaters enjoying themselves today. "They wouldn't have been able to do that if it wasn't for us doing all that hard graft so many years ago... we won really, we worked hard and we bore fruit," she added.

Theatre company Alarum Productions, which has been given £30,000 of National Lottery funding, says it would like to capture other similar memories from women in their 70s and 80s. "We're looking forward to honouring those women who worked so hard, often with no recognition at all," said company director Kate Saffin, who is supported by the Canal and River Trust.

The stories will be shared through writing workshops, podcasts, an exhibition and a book called 'I Dig Canals', which is a 70s waterways slogan.

## Spellweaver-online

Dear Ann

Hi, don't know if this would be of interest to any of your members, but we have a website, [www.spellweaver-online.co.uk](http://www.spellweaver-online.co.uk), which uses newspaper articles to detail the lives of canal boatmen and their families. There seemed to be little information on this topic online, hence the site.

I am presently working on articles from Worcester, and have input quite a large number for the dates 1828 to 1869, with more to follow for dates 1870 to 1899. My mother's family worked on the canals for the best part of 100 years, first in the Midlands and later in Cheshire, which explains the interest. (I would add here that boatmen are a nightmare to trace, as most were not counted on the censuses, being "on the move", and many did not bother to register the births of their children either!)

Look forward to hearing from you.

Thanks.

Angela Moorefield



## **The Lichfield & Hatherton Canals Restoration Trust has been awarded the Queen's Award for Voluntary Service.**

*LHCRT News Jun 02*

The Queen's Award for Voluntary Service is the MBE equivalent for voluntary sector organisations. The award recognises the outstanding contribution made to local communities by individuals devoting their time for the benefit of others. It sets the national benchmark for excellence in volunteering, with the work of those awarded being judged of the highest standard.

Trust Chairperson Christine Bull said "Of course, we are ecstatic about receiving the award! As a wholly volunteer operated charity undertaking an ambitious project, it is testament to the dedication and commitment of our 200+ volunteers who turn out in all weathers, face all sorts of challenges, keep smiling and make LHCRT such an amazing family."

The Queen's Award for Voluntary Service was first awarded in 2003, and LHCRT is only the 6th Canal Restoration Group to receive it. (Kennet and Avon Canal Trust in 2013, Herefordshire and Gloucestershire Canal Trust in 2016, Chesterfield Canal Trust and Shrewsbury and Newport Canals Trust in 2017 and Basingstoke Canal Society in 2018).

The Lord Lieutenant for Staffordshire, Ian Dudson was concerned that the County wasn't getting as many awards as he thought it should, so he instigated a drive to increase nominations for 2018-19. We believe that that resulted in a record number, so we are even more pleased to have been granted the award.

The process is that someone outside the organisation must nominate, and two other letters of support are also needed. We are enormously grateful to the 2018-2019 Mayor of Lichfield, Cllr David Leytham for nominating us, and to Peter Hawksworth, Headteacher of Queen's Croft High School and Hayley Dorrington, Senior Heathlands Warden for Staffordshire Wildlife Trust for their superb letters of support. We also found the advice of Deputy Lieutenants Sarah Elsom and Philip Evans, of course given completely impartially, to have been most useful.

It is truly exciting that LHCRT has been granted this recognition as it so very rightly recognises the enthusiasm and commitment of 200 or so regular volunteers who, over the 30 year history of the Trust have consistently risen to the many challenges that have not just been face but which they have also overcome. And they do it with smiles on their faces (most of the time!) and an amazing camaraderie.

As the necessarily word limited citation on the Certificate will say LHCRT is "Restoring a derelict canal to improve the environment and for the benefit of the local community, wildlife and tourists". As, unlike many other canal restoration

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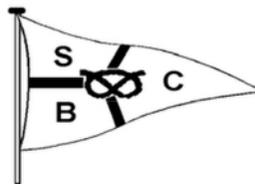
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groups, we are wholly volunteer managed and operated and do not receive any ongoing financial or in kind support from local authorities our local community can have confidence that we will continue to be driven to not just open up the canal route for tourism benefits but that we will also improve the environment for the community and for wildlife.

Later in the year there will be a formal presentation of the Certificate signed by HM The Queen and the Crystal Award: watch this space for details as they become known.

Your support is most welcome: become a member of LHCRT, become a volunteer - either "on the ground" or in the myriad ways we need help behind the scenes. See our website Volunteering Page for how you can join us, whether regularly or whenever you can!

*Christine Bull*

## Titford Pools Set for Dredging

*Dredging Today.com – 2 July*

Waterways and wellbeing charity, Canal & River Trust, working together with the European Regional Development Fund, Highways England and Sandwell Metropolitan Borough Council, have secured £3.1 million to improve the water quality and encourage wildlife back to the Titford Pools in Oldbury.

Hidden away under the M5 motorway Titford Pools is located along the Titford Canal and is part of the Birmingham Canal Navigations – which this year is celebrating its 250th birthday.

The Pools were originally constructed as a small reservoir in the 1770's to feed the Titford Canal and today feeds water to both the canal and to Edgbaston Reservoir in Birmingham. Over the years, they have become silted up which is affecting the water quality and impacting on the amount and variety of wildlife visiting the pools.



According to the officials, the two-year project will involve dredging the pools to remove the build-up of silt and a redesign of the drainage channels from the M5 motorway to stop road debris from entering the pools.

Work will also include cutting back the trees, bushes and shrubs to open up the pools to encourage more plants and wildlife to the area as well as clearing pathways and updating the visitor signage.

## How Engineers Scrambled to Save Toddbrook Reservoir Dam

*From the New Civil Engineer – 19 August 2019*

It is the biggest incident that a UK dam has been involved in for more than a decade. It was very nearly the biggest incident in a century. When water began overtopping the Toddbrook reservoir dam and cascading down its concrete spillway, the worst was not only feared but appeared to be a likelihood. The Environment Agency issued a warning to Whaley Bridge residents that there was an “immediate threat to life”, Derbyshire Constabulary police service began evacuating thousands of people from their homes and engineers arrived on scene desperate to prevent the dam from catastrophically collapsing.

Such scenes had not been seen in the UK for more than a decade. The incident is the first major threat to a dam's stability in the UK since the Ulley dam suffered severe scour amid the floods of 2007. The last time anyone died due to a dam failure in the UK was in 1925, when two dams burst, killing 16 people in the north Wales village of Dolgarrog.

Concerns for the Toddbrook reservoir dam were raised on the morning of Thursday 1 August as the reservoir reached capacity and water began tumbling down the concrete apron wall of the clay core embankment dam's auxiliary spillway. At 12.30pm the Canal & River Trust had alerted its dam maintenance contractor Kier that there may be an issue. Just 25 minutes later, the reservoir's draw down plan had been activated after water overtopping the dam triggered the collapse a section of the reservoir's concrete spillway.

By 2.15pm dozens of engineers were on site, not to mention more than 100 service personnel and a full scale rescue mission was in full swing to save the 188-year-old dam. Back at the scene Kier regional civils director Eddie Quinn had begun mobilising the draw down plan. Contracted by the Canal & River Trust, Kier was in charge of getting the water level down as quickly as possible as well as assisting in the repair job to the concrete spillway.

Overall, Kier installed 11 submersible pumps and over 1km of associated piping. The fire service also installed nine high pressure pumps. On Thursday evening, Kier engineers broke three weirs, as well as installing numerous temporary roads and access points, including a new road which ran from one side of the reservoir, allowing water pumps to be installed and maintained.

By Friday morning, an RAF Chinook had begun dropping hundreds of one tonne bags of aggregate into the void in the spillway's concrete apron wall. In total the RAF team dropped more than 1,000 sandbags and 600 bags of aggregate to plug the hole. Transport was disrupted as the A6 was shut down to become a holding point for 600t of aggregate that was being flown to the reservoir by the RAF Chinook helicopter.

After six nights camped in a school hall on Wednesday 7 August the Canal & River Trust announced that the reservoir had been sufficiently drained to the



target level, eliminating the risk to life and the decision was taken to allow residents to return home.

In the days after the majority of pumps were dismantled with a skeleton crew left on site to assess the damage to the spillway, applying more grout between the bags of aggregate to ensure it remains watertight. Investigations will now be launched to determine exactly what triggered the partial collapse and questions will be asked of the robustness of the country's dam inspections.

However, HR Wallingford technical director for dams & reservoirs Craig Goff – who also sits on the Supervising Engineers Panel, set up to advise dam owners on the safety of their dams at all times – believes that the UK already has one of the most stringent sets of dam inspection protocols in the world.

Reservoirs over 25,000m<sup>3</sup> in England and Wales are today subject to stringent checks and reservoir panel engineers are some of the most skilled and revered civil engineers in the industry. Such reservoirs undergo inspections at least every 10 years by skilled panel experts who set out safety measures to be undertaken within set time limits and subsequently certify that those works have been satisfactorily carried out. With a capacity of 1,288,000 m<sup>3</sup>, the Toddbrook reservoir is subject to these inspections and its last 10-year inspection was carried out in November 2018. Less stringent annual inspections are also carried out by a supervising engineer assigned to the dam, while daily visual inspections are also commonplace.

“The UK has an extremely stringent system in place for dam inspections,” Goff said. “The 1975 Reservoirs Act is not only seen as best practice in the UK but is also used in places such as Hong Kong and Singapore as it is regarded as being so stringent.” Goff added that recommendations made during the Flood & Water Management Act in 2010, but yet to be added to the Reservoirs Act, would make the system even more stringent. These include rolling out inspec-

tions to dams of smaller capacity and assessing dams on the level of risk posed from a collapse rather than capacity.

Technological advances in dam monitoring are also going to advance dam inspectors ability to spot threats to structures, according to Goff. "There are the advances in space monitoring that we are doing with the UK Space Agency. There are also tools being developed using magnetism to monitor depreciations in dams as well as systems which put electrical currents through the water. "None of these tools will prevent a collapse on their own, but they will become another part of an inspecting engineer's arsenal to help identify risks."

So, while the effort of the Whaley Bridge rescue team is rightly being heralded as a success story for the industry, advances in technology and tweaks to the existing regulations should prevent the UK from having to go through similar nerve-wracking scenes in the future.

### **Historic problems at Todbrook**

Toddbrook Reservoir was built in 1840 as a feeder for the Peak Forest Canal. The dam construction comprises mainly boulder clay with sands and gravels. There is doubt about the existence of a puddle clay core even though it is shown on the original construction drawings. The dam is founded on fluvio-glacial sand and gravels, glacial till overlying a faulted sequence of mudstones, sandstones and shales of the Millstone Grit Series and Lower Coal Measures

Complaints about leakage into mine workings have been documented since 1880. In 1930 leakage was observed at the toe of the downstream slope. Investigations into the subsequent discovery of a depression on the upstream slope in 1931 led to works to reinstate the area. In November 1975, at a time when the reservoir was low, a depression appeared in the same position on the upstream face as the 1931 depression.

In Autumn 1977, monitoring revealed 120mm of subsidence against data from 1975. Workers emptied the reservoir to allow inspections into the full extent of the depression and revealed an around 4m wide crater at the upstream toe, partly infilled with silt and into which a tree appeared to have been sucked. Extensive investigation included boreholes, sampling and piezometers. Exploratory shafts were sunk on the upstream and downstream faces between 1978 and 1980.

In 1981, investigations revealed a 1.2m diameter masonry culvert beneath the dam, possibly for stream diversion during construction. Tracer tests showed this to have formed a leakage path through the dam. In 1981, a compacted clay blanket was placed over the suspect area of the upstream toe and the bed of the reservoir. To solve the leakage problem, a single 60m long grout curtain within the clay core was formed using the tube-à-manchette system. The reservoir was refilled in December 1983. More recently, the reservoir was partially drained in 2009 to allow for realignment of the dam.

## Winter Stoppages

Date 04-11-2019 08:00 to 13-12-2019 16:00

Location Lock 37 Filance Lock, Penkridge,

Towpath Closed No

Upstream winding hole Junction with Hatherton Canal

Downstream winding hole Between Bridge 92 & Bridge 93 (Moat House)

Repairs to lock the wall and brickwork at Filance Lock. The navigation will be de-watered to facilitate the works.

Date 04-11-2019 08:00 to 22-11-2019 16:00

Location Radford Bridge 98, Weeping Cross, Stafford,

Towpath Closed Yes

Upstream winding hole Between Bridge 92 & Bridge 93 (Moat House)

Downstream winding hole Between Bridge 99 & Meadow Bridge (Baswich)

Alfred Bagnell & Sons are grit blasting and repainting a gas main. An encapsulated scaffolding is to be erected across the navigation and towpath which will leave insufficient headroom for boats and towpath users to pass safely beneath.

Date 06-01-2020 08:00 to 13-03-2020 16:00

Location Stourport Narrow Locks 1, 2, 3 & 4, Stourport-On-Severn, S

Towpath Closed No

Upstream winding hole Clock Basin Junction

Downstream winding hole Junction with River Severn Navigation

Essential repair works will be carried out along this section at the Narrow Locks. This will include gate replacements, chamber brickwork, sandstone, and ladder repairs at Lock 1. Gate replacements and repairs, paddle chamber and ladder repairs at Lock 2. At Lock 3 we will be undertaking Brickwork, stonework, and ladder repairs. Gate replacements and repairs, and ladder works will be taking place at Lock 4. The Navigation will be closed for the duration.

Date 06-01-2020 08:00 to 14-02-2020 16:00

Location Lock 7, Wolverley Court Lock, near Kidderminster,

Towpath Closed No

Upstream winding hole Between Kinver Pipe Bridge and Bridge 28 (Whittington)

Downstream winding hole Junction with the River Severn Navigation

A stoppage is required to undertake gate replacements and repairs, brickwork repairs and ladder works. Please note the new start date for this closure.

Date 06-01-2020 08.00 to 14-02-2020 16.00

Location Lock 10 Whittington Lock, Whittington,

Towpath Closed No

Upstream winding hole Between Kinver Pipe Bridge and Bridge 28 (Whittington)

Downstream winding hole Junction with River Severn Navigation

A closure is required to carry out gate replacement and general repairs. Please note the new start date for this closure.

Date 06-01-2020 08:00 to 06-03-202016:00  
Location Lock 15 Rocky Lock, near Kingswinford,  
Towpath Closed No  
Upstream winding hole Between Lock 22 and Bratch Aqueduct  
Downstream winding hole Junction with the Stourbridge Canal  
Carry out gate replacements and repairs, chamber brickwork repairs, landing and ladder works. Please note the revised dates for this closure.

Date 06-01-2020 08:00 to 28-02-202016:00  
Location Lock 16 Greensforge Lock,  
Towpath Closed No  
Upstream winding hole Between Lock 22 and Bratch Aqueduct  
Downstream winding hole Junction with the Stourbridge Canal  
A stoppage is required to replace the lock gates and carry out repairs to the chamber brickwork, paddles, quadrant and lock ladder.

Date 06-01-2020 08:00 to 14-02-202016:00  
Location Culvert below Botterham Weir and Lock,  
Towpath Closed No  
Upstream winding hole Between Lock 22 & Bratch Aqueduct (Bratch)  
Downstream winding hole Junction with Stourbridge Canal  
A closure is required to carry out repairs to a significant void on the offside below Botterham Lock and associated culvert/by-wash works.

Date 27-01-2020 08:00 to 14-02-202016:00  
Location Lock 30, Wightwick Mill,  
Towpath Closed No  
Upstream winding hole Canal Junction by Bridge 64  
Downstream winding hole Between Lock 22 & Bridge 47  
Grouting works are to be undertaken within the lock. This will require a pontoon to be fixed across the lock, in order to inject grout up the sides of the lock walls. During this time it will not be possible for other craft to be within the lock.

Date 17-02-2020 08:00 to 13-03-202016:00  
Location Bridge 29, Kinver Water Pipe Bridge and Lock 11 Kinver Lock,  
Towpath Closed Yes  
Upstream winding hole Between Bridge 30 and Hyde Lock near Bratch (Hyde)  
Downstream winding hole Between Bridge 29 and Bridge 28  
Lock 11, Kinver Lock: Carry out gate replacement and repairs, chamber brickwork repairs, quadrant and ladder works. Kinver Water Pipe Bridge, Bridge 29: Third party contractors, Alfred Bagnell & Sons, will be grit blasting and repainting a gas main. An encapsulated scaffolding is to be erected across the navigation and towpath.

**Stourbridge Navigation Trust Ltd.**

Registered Charity No. 1094294

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**BOOKING ESSENTIAL: 01384 395216**

## Membership Renewal

Just a reminder about Membership Subscriptions: Membership renewals have come in well this year so far, but there are still some outstanding. Renewals were due on 1<sup>st</sup> April 2019. Our membership subscription again remains unchanged, as follows:-

SINGLE MEMBERSHIP	£13.00
COMBINED MEMBERSHIP (e.g. Husband & Wife)	£13.50
JUNIOR MEMBERSHIP (up to 18yrs of age) & those in full time education	£1.00

Remittance in the post should be addressed to:  
14 White Harte Park, Kinver, South Staffs, DY7 6HN.  
or passed to a Committee member at Bradmore

Thank you  
*Colin Beard*  
*Membership Secretary*

### SIGNS & SYMBOLS

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**Stourbridge Navigation Trust**

# Staffordshire & Worcestershire Canal Society

## MEMBERSHIP APPLICATION FORM

Please return to  
Mr Colin Beard, Membership Secretary  
14 White Harte Park  
Kinver  
Staffs  
DY7 6HN



### YEARLY SUBSCRIPTION (1st April-31st March)

Please tick appropriate option

- |                          |   |        |
|--------------------------|---|--------|
| <input type="checkbox"/> | Single Membership   | £13.00 |
| <input type="checkbox"/> | Combined (eg husband & Wife) Membership                         | £13.50 |
| <input type="checkbox"/> | Junior (up to 18 years of age) and those in full time education | £1.00  |

- New members joining 1st April to 31st August pay the full rate
- New members joining between 1st September & 31st January pay half the above fees.
- New members joining between 1st February & 31st March pay the full rate for up to 14 months membership.

Full Name .....

Address .....

.....

Post Code..... Telephone.....

Email .....

- I wish to receive Broadsheet by post
- I wish to receive Broadsheet electronically

### GIFT AID DECLARATION

I am a UK tax payer. I would like the Society to treat all membership subscriptions and donations I make as Gift Aid Donations until I notify you otherwise.

Note: You must pay an amount of income tax or capital gains tax equal to the amount we reclaim on your subscriptions & donations. Remember to notify us if you no longer pay tax or wish to cancel this declaration

WATERWAYS INTERESTS. Please Indicate

- |                                  |   |   |
|----------------------------------|---|---|
| <input type="checkbox"/> Angling | <input type="checkbox"/> Canoeing               | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Boating | <input type="checkbox"/> Industrial Archaeology | <input type="checkbox"/> Walking                |

Boat Name.....  Volunteer Work

Registered Charity No 243702

## **Diary Dates Bradmore Meetings**

*A series of talks and presentations, usually waterways orientated but with occasional eclectic contributions on a variety of other subjects - open to the public free of charge.*

*Meetings held at the Bradmore Community Centre, Birches Barn Road, Wolverhampton starting at 7:45pm,*

### **Monday 9<sup>th</sup> September**

*Main Danube Canal  
Ann Pollard*

### **Monday 14<sup>th</sup> October**

*A Northerner on Northern Waterways Part 2  
Phil Clayton*

## **Events**

### **Saturday September 28<sup>th</sup>**

*Autumn Cruise to the Boundary Stone*

### **Stourbridge Open Weekend**

*The Bonded Warehouse*

*19<sup>th</sup> & 20<sup>th</sup> October*

*10am-5pm*

## **Electronic Broadsheet**

We are now making all future copies of Broadsheet and loose inserts available electronically. This would be by "opting-in" for those members who choose to receive Broadsheet electronically.

***There is no intention of discontinuing the sending out of "hard copies" of Broadsheet to other members.***

Please contact Steve Gray with your name and e-mail address if you wish to "opt-in" to receive Broadsheet electronically in future.

Email [wharfinger@blueyonder.co.uk](mailto:wharfinger@blueyonder.co.uk)

*Note:- Your email address will only be used by SWCS and will not be passed on to any third party.*



## Staffordshire and Worcestershire Canal

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