

BROADSHEET

February 2022

Dunsley Tunnel



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Volume 63

 Staffordshire & Worcestershire Canal Society

Number 684

Staffordshire & Worcestershire Canal Society 2021-22

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Length Scheme

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Education & Resources

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Committee Meetings

Committee meetings held at the Bonded Warehouse, Stourbridge starting at 7:30, usually second Wednesday of the month, open to committee members only.


Printing: Rotary Printers Ltd, Stourport. On Severn. 01299 823839 *studio@rotaryprinters.co.uk*

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Staffordshire & Worcestershire Canal Society
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 **Staffordshire & Worcestershire Canal Society**

Editorial

Welcome my second Broadsheet!

We've now had a few meetings at Bradmore and it would appear that we will be able to continue these now without restriction.

With the start of the New Year I have started work in earnest on my own boat stripping it out, ready for painting, welding (doors, moving vents etc.) and getting the exterior in primer. The plan is to be the 250th with boat in primer, empty save a boat man's cabin.

That leads nicely on to the 250th Anniversary Celebration at Bratch – 24th & 25th August **Save the Date!** Planning is moving ahead, with a number of key decisions having been made, and a significant number of activities being undertaken. The Boaters entry form unfortunately couldn't be ready for this edition but we will make it available via the website and facebook as soon as it is ready. It will also be included in the next edition.

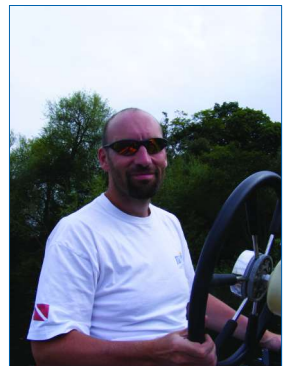
Working on the committee for the celebration put me in mind of being six years old helping measure the field for the National at Titford and later being taken fly posting in the back of a Bedford CF van with my parents. The same van I would later

learn to drive in. At one posting site my father had just put a poster up and shut the bucket of paste in the van just as a Police Man came round the corner. What else was my Father to do but engage the officer in conversation about how interesting the event looked, and how it was the first he heard about it. However, please be assured it is not the intention of the committee to do anything that would get Bill Stickers prosecuted!

I must express my gratitude for the contributions to this edition, this of course makes the job as editor easy but I'm sure makes for a more interesting read for all, so please keep them coming, and of course if you have any suggestions for things you would like to see please get in touch.

Many of the articles this month have a historic or nostalgic perspective, and I hope you enjoy reading them as much as I have.

Max





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Chairman's Remarks

It seems a little late in the day to wish everyone a happy and prosperous new year but, but I do wish you all the compliments of the season. May 2022 be a big improvement on 2021!

At the moment I am unable to attend Bradmore meetings as I am waiting to be called for a hip replacement. I feel very much 'hors de combat' but would like to assure you all that I am, to use what is becoming a well worn phrase, working from home.

I wrote in the last Broadsheet about the challenges facing the new committee and the need to enlist more members to keep the society going. In my absence the committee has been addressing a number of issues, not least the planned celebrations at the Bratch in August 2022 for the 250th Anniversary of the opening of our canal. I am delighted to have established contact with and enlisted the support of a number of important organisations including CRT, IWA, the BCNS and SRL (Stafford Riverway Link). Others are in the pipeline – there is a real enthusiasm to work together in our common interests. Max Dobbs, who is doing such a splendid job editing the Broadsheet, is chairing the planning group for the celebrations and he is

being ably assisted by Adam Capewell who has also been maintaining and developing our Facebook page and website.

Our membership continues to grow (we now have about 125 signed up members, an increase since November of about 12) but not as fast as people who follow and like our Facebook page. At the time of writing there are 325 such people and there seem to be more and more every day. Wouldn't it be wonderful if non-members could be persuaded to sign up as full members! There's a challenge ... On the subject of membership the EGM held at Bradmore on 10th January agreed to an increase of the membership fee to £15. With April just around the corner, it will soon be time for people to renew their membership. See page 24.

Before Christmas, the committee was delighted to accept a legacy of £2,500 from Malcolm Braine, a founder and key member of the society during his life. Discussions are ongoing with the family as to how to use these funds to honour Malcolm's memory in a suitable manner, probably something to improve the fabric of the canal.

Finally, we have a new committee member, Ian Braine, (Malcolm's son)

who will bring his considerable expertise and experience to bear to support the regeneration of the society. We have another committee member in the pipeline – things are looking good!

I must also pay credit to Tony Gregory who has organised a fantastic list of speakers for the next few Bradmore meetings (see inside back cover). I am very sorry that I shall miss most if not all of them but look forward to reengaging with everyone in person as soon as possible.

Julian Souter
Chairman



In Memoriam

Chris Dunham

There are I am sure a quite a number of members who remember back more than fifty years to when the Society's chairman was Mr Ken Dunham.

Sadly his wife passed away on the 23rd December 2021 at the age of ninety.

Jose Wyles

Many members of the canal society will have known both Jose and her late husband Graham. They joined the society in the early 1970s taking on running the Society Shop and later as archivists.

They were both heavily involved with the restoration of the Stourbridge Arm and the Bonded Warehouse.

Jose passed on 23rd January 2022 in the company of family and friends

CANAL PLEASURE CRAFT LTD

An early boat builder and hire base on the Staffs and Worcs Canal

By Angela Clark

In the 1950s, 60s and 70s, the plywood cabin cruisers built in Stourport by Canal Pleasure Craft Ltd were a regular sight along the length of the Staffs & Worcs Canal.

Those early hirers were a hardy and intrepid breed, many of them ex-military. Indeed, they needed to be quite resourceful as there was very little maintenance of the canals, particularly in the 1950s when working boat traffic all but ceased at the Southern end of the canal and pleasure boats were very few and far between.

Facilities on the boats were quite primitive in the early days, "bucket and chuck it" toilets, and very basic cookers. Gas fridges were considered a huge luxury. In later years, car radios were fitted and the last few boats even had a shower! They certainly would not be acceptable to modern-day hirers.

It all started in 1947, with a chance encounter between my father Holt Abbott and Tom Rolt of "Narrowboat" fame in Diglis Basin. Over a drink on board Cressy, they discussed the dimensions and specifications for a "go-anywhere" boat.

By 1950, Dad had built his first cabin-cruiser "Avonvale" in a disused scout

hut at Saul Junction. In August of that year, they attended the first IWA rally at Market Harborough, where Avonvale won a prize for "the best constructed boat other than a narrowboat"

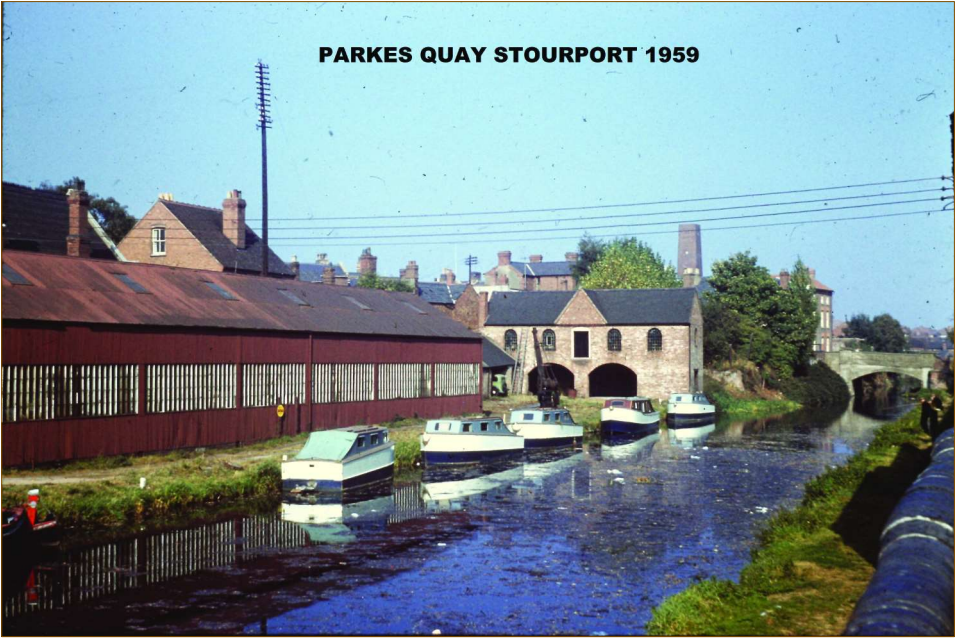
Needing a base to build and hire boats, in 1951 he moved up to the premises we now know as "The Wharf" beside Stourport Basin. In 1958, he exchanged premises with British Waterways who were using the workshop above York Street Lock at Parkes Quay as a maintenance depot. This gave CPL better facilities and much more room to operate. Also of course, a very useful crane.

The lease also included the toll house by the lock, which made a nice little studio for Dad's sister, Betty Abbott, to paint traditional Castles & Roses canalware.

In 1951 there were occasional letters and articles in the local press, suggesting that the canals and basins were obsolete and a health hazard, and would be better filled in. This gradually escalated over the next few years, until in 1954, the Staffs and Worcs canal between Stourport and Kidderminster and parts of the Basins were in serious danger of being permanently closed and filled in.

Cont'd

PARKES QUAY STOURPORT 1959



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There were many letters from Dad and other interested parties in the local and national papers, and reports of council meetings where the councillors argued to and fro. In one newspaper cutting I have, a councillor (who shall remain nameless) "dreamt of the wonderful possibility of filling in the basin and making a car park of same". Fortunately, he didn't have the full support of the council, with at least two other members supporting the retention and maintenance of the canals and basin. Other suggestions made included:

Filling in the length of canal between York Street Lock and Mitton Bridge to create a recreational area.

Or that the entire length of the canal between Stourport and Kidderminster could be filled in and used as a main road (This was before the existing dual carriageway, which was a very dangerous 3-lane road at the time)

Dad approached the MP for Kidderminster, Gerald Nabarro, who joined in the movement to save the canals and basin. Many letters passed between them, and Mr Nabarro was most supportive and helpful. He was a thorn in the side of the Minister of Transport and the British Transport Commission, who in 1955 were planning to abandon 770 miles of canal. He argued that it was necessary to separate the canal interests from the railway interests to

turn them into competing bodies, which he saw as "the only formula for a more hopeful future for the canals"

In early 1956 The British Transport Commission finally announced that they would spend £5.5 million on renovation and reconstruction of the canals, which although not sufficient for the whole country was certainly a step in the right direction, and a demonstration of intent.

At some point in the 70s, Dad gave a talk (probably to the Rotary Club) the transcript of which I still have. Unfortunately, I don't know what year this was, but it is certainly after 1973 and before 1978.

Interestingly, he finds it necessary to explain that Tom Rolt was the brother of the famous racing driver Tony Rolt. Presumably it was more likely that his audience would have known of the latter!

Some statistics he quoted:

- In 1951, only 3 hire companies, total of 14 boats available!
- By mid 50s 20 known hire firms, rising to over 100 "today" total of some 2800 boats available for hire. He goes on to say "Statistics show that the peak has passed. Perhaps too many boats now and costs too high in competition with cheaper air packages to guaranteed sun."

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Did you know? Part 1

The first of a series of articles about the earliest days of the Staffordshire and Worcestershire Canal

By Julian Souter

Lodged in the Stafford Record Office are many primary sources of evidence regarding the planning and construction of the canal from 1766 to 1772. The Under Clerk of the Works, John Fennyhouse Green, was responsible for many of these including a Levelling Book, 18 Day Books, 3 James Brindley Order Books, lists of landowners and a rough plan of the canal drawn in late 1772.

These reveal the challenges and obstacles faced during the construction of the canal and the changes made to its route. In this first article, I am going to focus on the most northern section of the canal from the aqueduct over the River Sow near Milford up to the Trent and Mersey.

There were two key landowners in this northern section of the canal, Thomas Anson Esq. of Shugborough and The Hon. Sir Thomas Clifford owner of Tixall Hall. Both were shareholders in the SWC and had been listed in the original Act of Parliament. Anson was born in 1695, the son of William Anson of "Shutborow Mannor" and was MP

for Lichfield from 1747 to 1770. Thomas inherited a considerable fortune from his younger brother in 1762 that he used this to remodel Shugborough in a Greek revival style, building as temples and follies in the extensive grounds, that you can still see, courtesy of the National Trust. The other main landowner Sir Thomas Clifford lived at Tixall Hall. He had married the younger daughter of the previous owner James Lord Aston who had died young and set about improving it in the late 1760s. The Hall was eventually demolished in the late 1920s and all that remains is the imposing gatehouse that can be clearly seen from the canal.

The significance of all this is the influence these two men were able to bring to bear on the canal company and, ultimately, its final route towards the Trent and Mersey. The first sign of this is in the 1766 Act itself when Anson is named on a number of occasions, all to do with the crossing of the River Sow, firstly "at or near an Oak Tree on Master Anson's ground called Tutor's Hill ... over "proper arches" and then fine detail of the route of the canal north

wards to cross the Trent with specific pieces of land named. The Company is also required to make a road from the Stafford Road to the River Sow over Anson's land on a bridge and with arches wide enough for carriages to pass safely.

Anson clearly also used his influence to get his name into the 1770 Act of Parliament that was principally drawn up to raise additional funds to finish the canal. The course of the canal over the River Sow is to be altered because of the lowness of the land it was to pass through and the consequent threat of flooding. Anson has "given leave" for the canal to cross the Sow wherever the company sees fit but that if it is to be higher than the oak tree specified in the 1766 Act, the company must, at its own expense, construct a new road from Stafford, over the Sow and then on to Tixall. He has clearly driven a hard bargain!

So what was actually happening on the ground at this time? In October 1770, several months after the passing of the 1770 Act, John Fennyhouse Green with Robert Whitworth, one of James Brindley's right hand men, is taking levels from Milford to the lock weir at Haywood (the modern Haywood Lock on the Trent and Mersey). This route goes through a pasture field where a lock and bridge are planned, passes the

"China House" (still a feature on the Shugborough estate) and on to near Haywood Mill before reaching the Trent and Mersey. On 8th October 1770 James Brindley goes with Whitworth and Green to Haywood where he orders them to set out two routes for the canal with either Anson or the Hon. Clifford deciding where the canal is to cross the Sow depending on the route chosen. Both men are very much in the picture.

We return to the area in January 1771 when Green levels from the lock at Haywood to the north side of the Sow at Holles Ford; Milford Lock (also referred to as Swallow Moor Lock) is included. In February there appears to be a disagreement between Anson and Clifford regarding the crossing of the Sow at Milford but this has been resolved by 1st March when Anson gives his consent although no reason is given. On 4th March Green completes a detailed options appraisal of crossing the Sow at Stoneford (presumably near where the modern bridge 103 is situated) or Milford. He recommends Stoneford but John Baker, the Clerk of the Works, disagrees. The matter is passed to the committee who meet on 12th March at Haywood and it is here that decisions are made regarding the junction with the Trent and Mersey. The committee then repairs to Stoneford where Sir

Edward Littleton (the chairman) decides that the crossing should be at Milford. Combined with the agreements with Clifford and Anson, this effectively determines the new course for the canal and Green dutifully lists the new landowners and their lands that are to be affected.

Obviously, the new route is the one we have today that passes through Tixall (Old Hill) Lock and then Tixall Wide before straightening to cross the Trent and then joining the Trent and Mersey at right angles below Haywood Mill. Green's Day Books soon focus on the construction of the aqueducts at Milford and Haywood and the completion of the canal for its opening in May 1772.

Much has been written about Tixall Wide over the years and the reason for its existence. We need, however, to go to the East Ridings Archives in Beverley, Yorkshire where a number of papers belonging to the Clifford family can be found for the final explanation. Green's rough plan shows the canal passing through Rawbones Meadow, land owned by Sir Thomas Clifford. The first route took the canal further south east from Tixall Hall but the new one about half a mile closer. The Committee wrote to Clifford as "A Proprietor as well as a real Friend and well wisher" asking for his

consent to the new route as the canal that encroaches half a mile into the estate than previously intended and "Still more disagreeable ... comes very near his House the Objections to which are too obvious to need pointing out". Obviously Clifford agreed with the new route but on condition that "... as far as it goes through the Estate shall be made thirty Yards broad and be Staked out according to [his] directions." All is revealed: the first route was through low land susceptible to flooding and so another was chosen once the interests of Anson and Clifford had been addressed. The final route was too close to Tixall Hall and so the Wide was built to provide a view from the Hall more in keeping with the sensibilities of its owners. It is still a delight today.

The whole episode of determining the final route of the canal between Milford and the Trent and Mersey illustrates the challenges that the Company had to face when dealing with powerful landowners, even if they were shareholders and proprietors. The main driving force was, however, the actual practicalities of the construction of the canal.

In the next Broadsheet I will examine the southern end of the canal near the River Severn and the changes to original plans that were made there.

Botterham House For Sale!

I became aware of an interesting property for sale on the canal side at Swindon from a post on the Society's facebook page. The property is listed with Lee Shaw.



cc:by-sa/2.0 - Canal-side house, Botterham by Christine Johnstone - geograph.org.uk/p/5794520

While I imagine whoever takes it on will have plenty of plans for it and for it to have interesting future, that future may have a lot to compete with though. An article in the Express & Star in 2020 looked into the history of the building although it admits some of the story may apocryphal.

While the section from Wombourne Bratch – and yes, that's the correct spelling – to Swindon was under construction, the canal company built a canalside cottage hostel as temporary accommodation for senior employees, managers, and foremen.

"The brick-built dwelling, grandly known by the canal company as Botterham House, was sited just

below the locks on the west bank of the canal,"

"As work progressed and the management moved further south, lower grade workers and navvies began to use the house themselves to improve their billeting.

"It soon became an un-glorified brothel with local wenches providing hard-earned comfort for its inmates.

"When canal construction was completed, the building was extended to provide stabling for bargees' horses, and thus turned into a fairly respectable public house, suitably called The Boat.

Botterham House had a gantry beam sticking out from the small central portion of the building which could be telescopically extended out over the canal for unloading or loading heavy goods, coal and possibly even beer.

Apparently, the beams became weakened by age and rot, and in spite of his wife's warnings the landlord persisted in using the crane until it broke and pivoted forward into the canal, taking the roof above down with it."

The major collapse of the roof above the stabling and storage wing

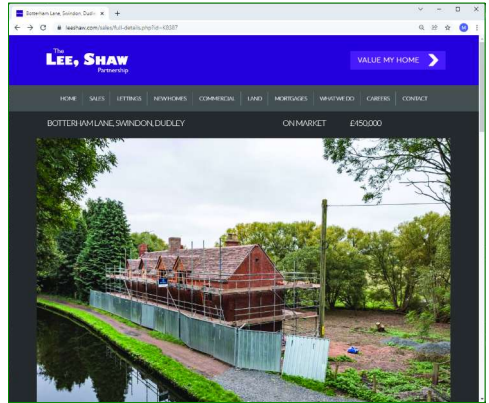
reduced this portion of the building to a single storey. The Landlords wife apparently tried to persuade him to rebuild as it had been, but failed and the debris was pushed into the canal and corrugated roof installed.

The estate agents website describes it as “a property with more than 240 years of history. From canal side cottage to a respected public house.

Botterham House is its own little piece of Wombourne History.

A substantial property sitting on nearly 2 acres with a potential building foot print of 4,000 sq ft with strong planning potential.”

I would admit to some envy of whoever gets to take on finishing it off.



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A BIT OF A DO

By Tony Gregory

At the first Society meeting after Lockdown, our newly elected Chairman Julian outlined plans to celebrate the 250th anniversary of the Staffs & Worcs Canal being navigable from Great Haywood to Stourport. The organisation of this is well under way now.

My mind was taken back some 55 years to an event marking another milestone in our canal's history. On 14th May 1766 the Parliamentary Act was passed enabling the Staffs & Worcs Canal to be built. Coincidentally, the Act enabling the Trent & Mersey canal to be built was passed on the same day.

This was an occasion not to be missed! The members of Midlands

Branch of I.W.A., Staffs & Worcs Canal Society, Railway and Canal Historical Society and Swarkestone Boat Club decided to celebrate in Grand Style and joined forces. A Bicentenary Dinner was organised at the Eaton Lodge Hotel in Rugeley on 14th May 1966.

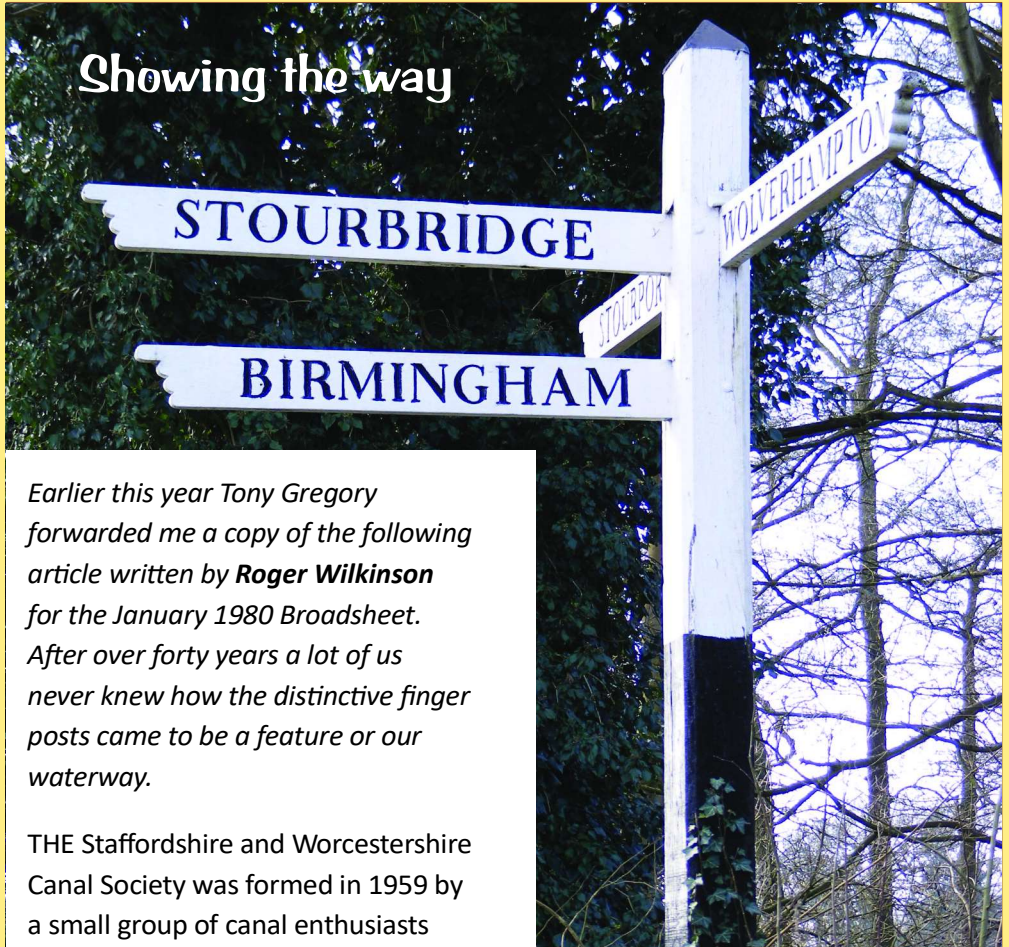
The cost was to be 15 Florins each and period costume should be worn where possible. The event was a resounding success and did much to cement relations between the organising clubs and societies.

Perhaps the 250th celebration being planned for August will be a more sober occasion, and probably canal-side based, but never the less, a very worthwhile date to be remembered.

We can look forward to a great weekend.



Showing the way



*Earlier this year Tony Gregory forwarded me a copy of the following article written by **Roger Wilkinson** for the January 1980 Broadsheet. After over forty years a lot of us never knew how the distinctive finger posts came to be a feature of our waterway.*

THE Staffordshire and Worcestershire Canal Society was formed in 1959 by a small group of canal enthusiasts whose common interest brought them together to fight against the proposed closure of the whole 46-mile length. But now some 20 years later the situation has changed, local authorities have actually given help to the Society through grant aids to help finance various projects on the canal. One of these projects has been the erection of three 1760 style wooden finger posts pointing the

way at the important junctions along the system. It all came about when several members considered that metal monstrosities in familiar shades of blue and yellow were not considered to be the right style of signpost along a system of such outstanding rural and architectural beauty. As with most societies, the Staffs. and Worc. have the usual limiting financial problems when it comes to spending money — but

having the will is half the battle and utilisation becomes second nature. B.W.B. was approached and official permission was granted for the Society to make and erect their own signposts. It was at this stage that the idea to use old lock balance beams was thought of and five were donated by the Board, of which the three posts now erected were made. The beams were collected in due course from the various sites, and, in the process of collecting the one from Stourport, an unfortunate accident occurred involving the Society in an unexpected expense. Whilst manoeuvring the heavy beams, which weigh several hundredweight, a rose tree belonging to the lock-keeper's wife was damaged. Friendly relations, however, were firmly re-established

with a replacement. Once loaded on a trailer the next move was to a firm of professional coopers at Netherton, near Dudley — sheer coincidence that it happens to be owned by one of the vice presidents — and there in the evenings a volunteer work force shaped and planed the beams to the correct size. The main posts are at least 12ft. 6in. high, and 10in. square, the arms are 6ft. overall in length, 6in. high and 2in. thick and are also cut so that they interlock securely into the posts. The carving of the names on the arms is in 4in. high recessed letters — the same style as the letters on the bridge plates on the Staffs. and Worc. canal. The carving has been done professionally, and local district councils have paid for this by means of a grant aid. The top



of the post was capped with lead to stop the rot — although it is good solid English oak — and at least six coats of black and white paint were applied. These last items together with the metal to secure the finger posts into the main posts were paid for by the Society. When all this work is completed, the posts are ready for erection and assembly. They are taken on a trailer to where the G.U. Star class motorboat, Aquarius, owned by one of the Society's members is waiting. Once loaded on board it is simply a matter of taking them up the canal to the selected site (most sites are usually inaccessible by road any way) to where a working party of members is waiting. Erection usually takes up to four hours, the main post being hauled to an upright position by block and tackle. Infilling of the hole it stands in is completed and a scaffold tower assembled around the post, ladders attached, and the arms driven into their recesses and keyed in place. Stourton Junction was the first site chosen for a signpost. This is where the Stourbridge canal leaves the Staffs, and Worcs. and starts its climb up towards Dudley and Netherton tunnels. This post, sponsored by South Staffs. District Council, was erected in May 1977.

The second post, at Autherley Junction, was paid for completely by the Staffs. and Worcs. Society and erected in February 1978. At this junction the Shropshire Union Canal starts its journey to Chester and Ellesmere Port after passing through the six-inch stop lock. Number three signpost was erected in March 1978 at Aldesley Junction where the Wolverhampton 21 locks climb up to the centre of Wolverhampton and on to Birmingham and the industrial B.C.N. system. This post was sponsored by the Wolverhampton Metropolitan District Council. The erection coincided with the Society's annual Spring cruise and a party of local councillors were invited along in a trip boat to view the signpost and to see "Valley Park", a linear informal park the council is developing. As it turned out it was a masterpiece of timing — more by accident than design. The work party involved in erection were just raising the main post, when, right on cue, the trip boat carrying the councillors came under the bridge of the site. It was a wonderful sight of volunteer labour, enthusiastically putting council's grant aid money to good use, and most certainly will go a long way in helping towards any further requests for grant aid when we

require them. A fourth post is now being made for the bottom of the narrow locks on the River Severn at Stourport to point the way to Wolverhampton and Chester. It has been decided not to signpost up river to Bewdley because of navigation difficulties. Eventually a fifth post at Great Haywood, the north end of the canal where it joins up with the Trent and Mersey, will be made, but no date has yet been fixed. As a lot of short lengths of oak were left over, it was decided, rather than waste it, to make lock name boards in the same lettering and colour (black and white) as the signposts. They have been

mounted in concrete bases sunk into the ground — helping to stop the wood rotting off at ground level. Other projects the Society has in mind include boundary name boards showing where the Staffordshire and Worcestershire boundaries start (although these no longer exist since the 1974 local government reorganisation). Wooden strapping posts in the same design as the old Staffs. and Worc. Canal Co. should look better than concrete mushroom and maybe other ideas will come up in time. One thing though, is for sure: if you cruise the Staffs. and Worcs. you certainly won't get lost!

Presented by: JOHN TURNER



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Dredging at Greensforge

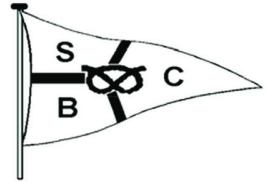
By Steve Bingham

Photos Steve Bingham

Land and Water (Contractors for C&RT) started dredging out the canal from the bottom of Hinksford Lock (South) to Prestwood Bridge in the Month of October 2021 till the 2nd week in January 2022. The main channel of the canal is to a depth of around 4ft, they shifted many thousands of tons of Mud which was transported by Truck to Peterborough at 17 tons per truck, some days they were loading up to 15 trucks per day at Greensforge.



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Anderton Boat Lift behind-the-scenes open week

CRT are inviting people to go behind-the-scenes of Britain's first boat lift, Anderton Boat Lift, Cheshire's historic Cathedral of Canals, at a special free open weekend on Saturday 26 and Sunday 27 February.

Visitors will be given unique access and insight into the Victorian boat lift's complex mechanism, including a chance to view work to replace the gate seals on one of the caissons.

Visitors will be given unique access and insight into the Victorian boat lift's complex mechanism, including a chance to view work to replace the

gate seals on one of the caissons.



<https://canalrivertrust.org.uk/enjoy-the-waterways/events/2022-02-26-open-day-at-anderton-boat-lift>

WANTED
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LENGTHSMEN

Would like keep your
eye on your local stretch

NAVIGATION
ISSUES

Spotted an issue that you
think needs raising with
CRT

Contact - Ann
sunbeam2@btinternet.com

DEADLINE

Do you have an article
you'd like to submit
for inclusion in
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The deadline for
Issue 685 is
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Staffordshire & Worcestershire Canal Society

MEMBERSHIP APPLICATION FORM

Please return to
Mr Julian Souter
Membership Secretary
2 Hordern Cottages
Coven Heath
Wolverhampton
WV10 7HB



YEARLY SUBSCRIPTION (1st April-31st March)

Please tick appropriate option

- | | | |
|--------------------------|---|--------|
| <input type="checkbox"/> | Single Membership | £15.00 |
| <input type="checkbox"/> | Family at the same address Membership | £15.00 |
| <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.
- All current members of the society will have their ongoing membership extended until March of 2022 and are not required to renew until then.

Full Name

Address

.....

.....

Post Code Telephone

Email

Bank details for electronic payments: Lloyds Bank. Sort Code: 30:99:83 Account no: 02673373

Payment made by EFT Payment by Cheque/Cash

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 |
| | | <input type="checkbox"/> Volunteer Work |

Boat Name

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 7:30pm*

Monday March 14th

"The paintings & drawings of Edward Paget-Tomlinson"

Martin O'Keefe (BCNS President)

Monday April 11th

"Chasing the boats"

Kevin Maslin (Canal Photographer)

Monday May 9th

Edwin Fasham subject tba

Local Events

February 25th - 26th

Anderton Boat Lift behind the scenes open weekend

May 28th - 29th

SRL & IWA 25th & 250th Anniversaries of the SRL and Staffs & Worcs Canal
Baswich

August 24th - 25th

Staffordshire & Worcestershire Canal 250th Anniversary Celebration
Bratch

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 chose to receive Broadsheet electronically.

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

Please contact Steve Gray by email to wharfinger@blueyonder.co.uk with your name and email address if you wish to "opt-in."

Note:- email addresses will only be used for the communication of society information and will not be passed to any third party.



Staffordshire and Worcestershire Canal

46 Miles and 43 Locks
From Stourport Basins
To Great Haywood Junction

