

BROADSHEET

May 2022

no Sweden at Bratch



Photo Adam Capewell



www.sweanalsociety.co.uk

Volume 64

 Staffordshire & Worcestershire Canal Society

Number 685

Staffordshire & Worcestershire Canal Society 2021-22

President: Steven Gray (*wharfinger@blueyonder.co.uk*)

Vice Presidents: Ann Pollard, Jean Dobbs, Peter Freakley, Derek Overton, Geoffrey Whittaker JP, Robert Cox, Liz Osborn, Carol Aldridge and C Dyche.

Chairman & Membership Secretary

Julian Souter
07828 791326
julianat103@aol.co.uk

Treasurer

Angela Clark
07305 699432
ab.clark@virginmedia.com

Vice Chair & Broadsheet Editor

Maxwell Dobbs
07990 890116
maxdobbs5@gmail.com

Secretary

Ann Pollard
01384 376585
sunbeam2@btinternet.com

Website, Social Media & Advertising

Adam Capewell
07595 445589
yamyam80.ac@gmail.com

Conservator

Fred Cooke
07711 392442
freddiecooke@gmail.com

Cruising Officer Vacant

Work Parties Vacant

Society Sales Vacant

Non-Committee Posts

Raffles

Rosemary & Glyn Phillips

Cruising Awards

Ann Pollard 01384 376585
sunbeam2@btinternet.com

Length Scheme

Vacant

Education & Resources

Vacant

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*

The contents of this magazine are printed as a matter of information for members of the SWCS but may not necessarily be the official policy, or opinions of the Committee. No item may be used without the prior consent of the editor, except for comment by other Society magazines

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Staffordshire & Worcestershire Canal Society
Registered Charity number 243702
www.swcanalsociety.co.uk

 **Staffordshire & Worcestershire Canal Society**

Editorial

Welcome to the Spring Broadsheet.

Meetings have continued and we have had more meetings at Bradmore. Tony has now filled the calendar for speakers and events through to the end of the year.

Unfortunately I missed the April meeting having tested positive for Covid a few days earlier. Luckily it was mild and found myself back at work not long after though like many still feeling tired!

Plans for and work towards organising the 250th Anniversary Celebration continue, and if you would like to attend by boat please see the entry form. Save the date



Do you have an article
you'd like to submit
for inclusion in
BROADSHEET ?

The deadline for
Issue 686 is
Friday 26th August 2022

27th-28th August (the actual dates not the wrong ones I printed in the last Broadsheet). There is more information towards the rear of this edition.

With the better weather, the removal of restrictions and generally a more optimistic world there does seem a lot more activity on the canals and quite a busy calendar of events being planned out there, these include not only our own event but Stafford River Links Event at the end of May and CRT are planning an event at Aldersley Junction later September to celebrate its opening.

Again I am very grateful for this edition's contributions and hope you enjoy them as much as I have. As before if there are only comments, changes or contributions you would like to see please send them through.

Max





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Chairman's Remarks

I am very fortunate to have an end of garden mooring on the Staffs and Worcs for my narrowboat and it has been a delight to see so many boats going up and down the canal with the coming of spring. Most give a cheery wave; there is a real sense of camaraderie on the cut, based on the shared experience of the waterway, its tranquillity and slow pace of life. The ducks with their delightful flotillas of tiny ducklings are also making their appearance at the moment- all part of the joyful experience of living by the waterway.

On the towpath opposite us we frequently have lines of fishermen with their elaborate kit and long rods stretching out over the canal. As it's the school holidays at the moment, I have also seen in the last few days the CRT Let's Fish scheme in operation. As a scheme designed to get youngsters involved in outdoor activity based on the canal, it has a great deal to commend it and seems popular. Further details can be found on page 16 of this Broadsheet. Children are always curious about narrowboats and so Let's Fish has potential spin offs for societies like ours. We need more young people involved and this is an issue that the committee is

aiming to tackle in the medium and long term.

Enough of these personal musings! Our major focus at the moment is of course the 250th Anniversary celebrations at the Bratch in August and more details can be found on pages 21-22 in this edition of the Broadsheet. We also want to support the Stafford Riverlink celebrations on 28th May and are hoping to have a stall at which we promote our society, engage more people and spread the word about the Bratch celebrations. At the time of writing we still need volunteers to run our stall so if you are able to help, we'd be delighted to hear from you. There is also a planned celebration in September of the 250th Anniversary of the linking of the BCN and the Staffs and Worcs at Atherley in 1772 with a focus on the contribution of the great James Brindley to our two canals. More details should be available soon.

Those of you who subscribe to Waterways World and Narrowboat will have seen some excellent coverage of the canal. The 8-page pull-out in the May edition of Waterways World did the canal proud, I think, even if Pendeford Rockin' (the Narrows) were marked

as being near Coven! It would also have been good had the short History section made reference to our forthcoming 250th Anniversary celebrations although since rectified in the June edition. In the same issue there was also a super article by our own Angela Clark about her father's post-war contribution to the hire boat industry in the southern section of the canal. Well worth a read! Finally, in the Spring edition of Narrowboat there is a fascinating article about life at Falling Sands Lock with some superb photographs of then and now, in particular the old lock cottage that was sadly demolished about 50 years ago. If you haven't read the article, the author's personal reminiscences evoke a bygone age in a beautiful and remote spot.

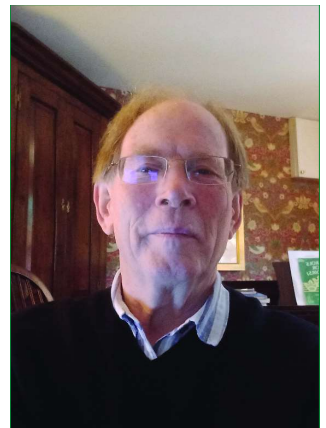
At the time of writing we have 126 signed up members, an increase of one since the last Broadsheet. Many members have renewed their membership for 2022/23 (a figure that's increasing almost daily but currently about 45) so it's many thanks to them. If you haven't yet renewed your membership and you pay by EFT, please can you either email me to let me know or send me an application form by email or by post? If it's by post, an enclosed cheque would be fine as well. If you are planning to be at the next

Bradmore meeting, you can also bring cash or a cheque to renew.

The Facebook membership seems to increase daily! When I wrote for the last Broadsheet, there were 325 members; today there are 411! Facebook is clearly a great way of getting our message out there and promoting events. We do, however, need to persuade our Facebook membership to become full members. The committee needs to consider this and would welcome your ideas and suggestions.

On a personal note, I've had my hip replacement and seem to be making good progress in my recovery (touch wood). I am therefore hoping to be at the next Bradmore meeting and getting back to normal again. I look forward to seeing many of you there.

Julian Souter
Chairman



In Memoriam

KEN DUNHAM RIP

Whilst Ken had not been around canals for many years, he was someone I could always turn to for information on years gone by. He was chairman of the Staffs & Worcs Canal Society from 1967 to 1970, and was very effective in his campaigning to publicise the yet to be vitalised local canals.

Ken was born in Lincolnshire in 1930 and became a teacher, coming to the Midlands where he met his wife Chris. They had three children, and they all enjoyed their time spent on their boat 'Grange'.

'Grange' was an ex Fellows Morton & Clayton butty, and having been purchased where lying at Bulls Bridge, London, Ken bolted an outboard motor to her and brought her back to Netherton for conversion to a 60ft pleasure boat. Such was his resolve!

1969 saw the publication of the *The B.C.N. – A cruising guide to the canals of Birmingham and the Black Country* compiled in collaboration with fellow member Roger Manion. This was possibly the first time that the B.C.N. had been fully recorded for pleasure boaters, and served as yet another tool in Ken's armoury to campaign for our waterways and to encourage their use.

Ken developed a 'Canal Brain of the Midlands' quiz assisted by John Wilkinson, and Midland boat clubs and canal societies provided 'victims' to take part in the University Challenge type competition. Fingers on buzzers and starters for ten!!

Ken died on 29th March, and this Society was well represented at the funeral. We said 'goodbye' to a great canal enthusiast with a strong personality and a true gentleman.

Tony Gregory

Bicentenary Medallion Award

The Bicentenary Medallion is awarded to the person who in the opinion of the **Society Members** has done most to further the aims of the Society in the last twelve months.

This award historically been presented at the Annual Dinner but this year will be awarded at the AGM. The last recipient of this was award was in 2014 when it was Awarded to Glyn Phillips.

Please email, telephone or post your nomination together with a very brief justification our Secretary – Ann Pollard (sunbeam2@btinternet.com) before 3rd June 2022

The Bicentenary Medallion was first awarded to Mavis Waldren in 1973, so the award is an important part of our Society's history.

This is your chance to recognise the good work that is done to support our Society aims.

The Staffs & Worcs Canal Society makes the glossy mag!

By Tony Gregory

I guess there will be a number of Society members who don't receive a copy of *Waterways World*. Well, if you dear reader are one of these, you missed an excellent article written by Andy Tidy in the April edition.

The article entitled "Their Finest Hour" sets out to describe the Society's early days and its involvement in saving not only the Staffs & Worcs canal, but also the Stourbridge and adjoining canals.

The opening paragraph highlights the fact that our canal celebrates its 250th anniversary this year, and concludes with the fact that we shall be holding a rally at Bratch Locks over the August Bank Holiday.

Grab yourself a copy, and see how the Society fought for the waterways that we all enjoy today!

Note: Andy Tidy will be our guest speaker at Bradmore on 12th November.



Their **FINEST HOUR**

Andy Tidy tells how a fledgling waterway society succeeded in saving not just one canal but two

On 28th May 2022 it will be 250 years since the Staffordshire & Worcestershire Canal opened as a through-route linking the Trent & Mersey Canal at Great Haywood with the River Severn at Stourport. This landmark date marks the Staffordshire



THE STAFFORDSHIRE AND WORCESTERSHIRE CANAL SOCIETY



Having read the Editorial in December Broadsheet, where Max was introducing himself and telling us of his family history with the Staffs and Worcs Canal Society. He wrote of coming "full circle with the family being involved in the Broadsheet".

This reminded me of the newspaper article of Thursday April 5th, 1973 that showed caricatures of the committee at that time and the posts they held. I noticed myself as "Raffle Organiser" which is the post I recently taken over since the AGM, so I too have gone "full circle".

Rosemary Phillips - Friday 1st February 2022

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Did you know? Part 2

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

By Julian Souter

In the last edition of the Broadsheet, I covered the way in which the final route of the canal between Milford and the Trent and Mersey was determined, the challenges that the Company had to face when dealing with powerful landowners and the practicalities of the construction of the canal.

In this article I am looking at the southern end of the canal and the changes that were made to its route in Upper and Lower Mitton. Again my primary sources of information are lodged in the Stafford Record Office (although it is closed for building works at the moment), mostly the responsibility of the Under Clerk of the Works, John Fennyhouse Green, including a series of notebooks and a rough plan of the canal drawn in late 1772 after the canal had been fully opened.

In the final section of the canal from Upper Mitton to the basin above the river, there were, as today, four bridges and one lock. Although

Green suggests that the fall of Mitton Lock (modern York Street) should be 10 feet it is James Brindley who orders in January 1769 a fall of 12 feet (as it is today). It is not until 7th April that Green duly sets out the "Lock in the Wall Field below lower Mitton" with a fall of 12 feet but does not record when the lock was actually dug out and built.

In January 1769, John Baker, the Clerk of the Works, proposes an arch bridge across the road between Upper Mitton and Jennyhole (Upper Mitton Bridge) with a swivel bridge for the footway from Lower Mitton to "Chapel yard" (Mitton Chapel Bridge) where the canal is to be built round the chapel. Arch bridges are also proposed at Gilgal and Lower Mitton.

On 20th January Green gives Baker an account of the expense of making a road over an arch bridge between Upper Mitton and Jennyhole as per Baker's original orders above. Baker immediately changes his mind: it is now to be a swivel bridge! Green's rough plan of the canal drawn in late 1772

1 - Jennyhole Mill lay to the west of the modern town centre on the River Stour as it swings north crossed today by Mill Road.

2 - Arch bridges are constructed from brick and stone and therefore much more expensive than wooden swivel bridges designed for lighter traffic.



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suggests, however, that an arch bridge was built and there is no explanation for this change.

Two other features of interest are marked on Green's rough plan. These are Gilgal Wharf between Mitton Chapel and Gilgal Bridges and a "landing at the New Inn" not far above Mitton Chapel Bridge. The latter appears to be on or near the site of the modern Bird in Hand pub while the former has left no trace!

Green makes frequent visits to an area between today's Bullocks Lane and Upper Mitton Bridges from late 1768 onwards. He refers specifically

to three pieces of land: Broad's Garden, Wilmott's Orchard and Willmott's Garden, all just north of Upper Mitton Bridge. Broad and Willmott are tenants of "Esq Clare" who is a major landowner in the area. Francis Clare also had a wharf named after him just above a basin south of Kidderminster near the present Weavers' Wharf. He seems to have been an awkward customer, as in November 1768 he "took great umbrage at the Canal being intended to be taken thro' the Garden of the backside of Broads House". Clare eventually consents to the canal going through his garden

once Green has reassured him that the canal will only take a width of 22 feet of the garden (12 feet for the bank and 10 for the canal) and promised to build a brick wall the length of the house “to prevent Accidents” – and perhaps to obscure the view of the canal from the house!

We then find that a tunnel is proposed under Wilmott’s Orchard. On 17th December Baker orders Green to “set out the Tunnelling and Canal” in Upper Mitton. Green duly does this noting that there is much rock to be negotiated, necessitating drilling down to it to ascertain its depth from the surface. Over the Christmas period Green refers to the tunnelling on a number of occasions. What follows is, however, unclear. Obviously there is no tunnel there today. On 4th January Baker orders Green to set out a new course for the River Stour and “where it was intended to be tunnelled [to] be cut open”, telling us, perhaps, that the length of the tunnel is to be shortened, a suggestion confirmed by a Brindley order on 8th January that “A Tunnelling [is] to be made under Mr Willmotts Garden at upper Mitton, the open Cutting in the Orchard at upper end of the Tunnelling to be brought it’s full width at bottom”. This open cutting, we can infer, was originally part of the longer tunnel.

Baker deploys a number of contractors on 14th January to do the work. On 25th January Baker tells Green he wants a road bridge at the lower end of the tunnelling at Upper Mitton. On 31st January, Green is checking stakes “above the Tunnelling at Upper Mitton”. On 8th February he sets out a 25 feet width at the upper end of the tunnelling and ranges “a regular Arch ... into the Cutting at head of Tunnelling”.

It is not until 18th February that change is in the air but no explanation is given for it. Completely out of the blue, Green gives us an “Account of the Levelling with Estimation of the Expence of an open Cutting through Mr Willmotts Garden at Upper Mitton for both 12 and 18 feet bottom width”, the first measurement for one boat and the second for two boats to pass. Green gives Baker these calculations (£2 6s 3d for one boat to pass and £12 17s for two boats) and Baker goes for the 2 boat option while also ordering a road to be constructed round “by where the old Navigation was to be made”, telling us that the route of the canal has been altered, presumably to avoid the need for a tunnel.

The final decision regarding the tunnel appears to have been Baker’s. It is possible, however, that

Brindley was consulted. On 26th January, Green writes to him at the House of Commons in London about a drain trunk at Upper Mitton and so he could easily have been consulted or even made the final decision about the tunnel at Upper Mitton. Interestingly, this period was one of Brindley's longest absences from the works (he does not reappear until May 1769). Given his thoroughness and insistence on the highest standards, however, it is hard to understand why he was not involved in the decision to avoid the need for a tunnel at Upper Mitton.

There is a somewhat romanticised view of James Brindley's choice of

Lower Mitton as the point where the canal reaches and joins the Severn with him riding his grey mare on to John Acton's stubble field, surveying the scene by the river and coming to his decision. Green's Day Books tell us that things were a little more prosaic.

It is clear from the end of May 1768 that flooding of the Severn is an issue that needs to be addressed (a familiar issue today). In June, Green inspects recent flooding and on 16th June he finds the river falling having not reached the top of its banks when in full flood. He then ascertains from a Mr Price, whose house is "above the Stour's Mouth",

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the level of the highest flood he has ever experienced and proceeds to conduct a series of highly detailed and precise levellings that enable him to identify where the land is not subject to flooding and to recommend a route for the canal from Jennyhole Forge to a meadow by the Stour.

In July Green levels and records high flood marks down to the Severn, the final stretch being through Hartlebury Common, Tilton Brook, the Redstone Ferry and ending up at the "Boat House" at Mitton. This is a route that takes us to the south and west of modern day Stourport so Green is clearly surveying land through which the canal will not eventually pass but in doing so is ensuring that the best place for the canal to join the Severn can be established avoiding areas prone to flooding.

It is, however, in October 1768 that Baker instructs Green to go to Stour Mouth to see where the canal might join the Severn. He returns to Mr Price's land which is on average 3 feet above the highest flood mark in the Severn. Green measures the length of the fields alongside the Severn and weighs up options for the final route of the canal. The length of the meadow above Price's house is "more than sufficient for the Company's use ... If Bason is

made there". He also concludes that the field above it "is of a large Extent and quite high enough out of floods way". His analysis is clearly designed to help Brindley decide on the siting of the basin and link with the river.

This all leads us to Green's entry for 2nd November when the final decision is made. Green meets Sir Edward Littleton (Chairman of the committee) and four other committee members as well as James Brindley and it is here that Brindley, with the authority and support of the committee members, decides that the canal is to run through Mr Acton's stubble field above Mr Price's house "for making of a Bason & building Warehouses from it". We can take it as read that Green has explained the outcomes of all his surveying and measuring as well as his assessment of the nature of the land and its proneness to flooding. Once the decision has been made, Green is left with the task of measuring it all out. On 5th November, Baker orders him to make a plan of the land "at Severn Side and send it to Sir E: Littleton" – Green adds "See the Plan annexed", a document that does not appear to have survived.

In a series of orders dated 8th January 1769, Brindley stipulates that the lower sill of the last Severn Lock (only two locks were built

originally) is to be 4 inches below the level of the shallowest ford in the vicinity. The locks are to be a maximum of 74 feet in length and not more than 18 feet wide. In February Green is marking the head of the uppermost lock. He then takes to the water to examine the Cloth House and Redstone Fords and take soundings. Green records the "ebbest Sounding" in the Cloth House Ford as 4' while the same sounding in the Redstone Ford is 3' 11", although he recognises that these measurements might not be exact, given the ebbs and flows of a natural river. The overall fall from top water in the planned basin in Mr Acton's field to the lowest lock sill is then set at 29 feet.

The final reference we have to the Severn locks is in March 1769 when Green is assisting Thomas Dadford setting them out. Dadford is, course, responsible for constructing locks but it is interesting to note that there is a degree of team work involved here. Dadford, we know from later records, remains in the area, while Green, after finishing work on the southern section quite soon moves north to Coven Heath and beyond.

In the next Broadsheet I will turn my attention to the central section of the canal, in particular the received wisdom that James Brindley's first lock was at Compton.

PHIL JONES

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Lets Fish



CRT are promoting their Let's Fish! scheme this year, with over 400 "learn to fish" introductory events.

Whether you're a beginner, a weekend hobbyist or an experienced angler, fishing on your local canal is a great way to get outdoors for a happier healthier life by water. They're also brilliant places for family fun days out to learn to fish with the help of CRT professionally qualified angling coaches.

For more information visit : <https://canalrivertrust.org.uk/enjoy-the-waterways/fishing/lets-fish>

Alongside this CRT are running 20 Regional Commonwealth Community Celebration Events

during this summer, its an opportunity to experience a day's fishing and try out what has been learnt in comfortable environment alongside other new anglers from the local community. Let's Fish coaches will be on hand to support.

These events are free to attend and all attendees will receive a special certificates and price. There are trophies for the top three in each category (Cadets 7-10, Juniors 11-15 and Youth 16-20).

To book for any of the events visit <https://canalrivertrust.org.uk/enjoy-the-waterways/fishing/lets-fish/find-a-free-fishing-event>



LICHFIELD CANAL'S £260k BOOST FROM COUNCIL INFRASTRUCTURE LEVY



The Lichfield Canal restoration project has received a massive boost with the award of £260,000 funding from Lichfield District Council's Community Infrastructure Levy (CIL).

This will allow Lichfield and Hatherton Canals Restoration Trust to build an 870metre extension of the public footpath and partial dry canal channel alongside Falkland Road, creating a traffic-free community greenway link between Birmingham Road and the very popular Heritage Towpath Trail at Fossey Heath.

The path will be available to pedestrians and cyclists and of particular benefit to residents of the new Taylor Wimpey Friary Meadow and Bower Park developments, providing a green corridor supporting the sustainable development of Lichfield District.

Zone A of the Falkland Road channel and towpath project was completed during 2020, following the donation of land by Staffordshire County Council, a Community Fund grant of £2,800 and LHCRT's successful public Piling Appeal.

The CIL funding, which comes from developer contributions, is subject to gaining planning permission for current and future works and transfer of land ownership from SCC. Final approval will allow the extension of the path and channel through Zones B and C up to Birmingham Road.

The construction of a new canal bridge at Claypit Lane, and the construction of two replacement locks close to the junction of Birmingham Road, will be carried out as a subsequent phase and not as part of the project covered by the CIL funding.

The leader of Lichfield District Council believes the work to restore the Lichfield Canal is bringing far-reaching benefits to the area. Before councillors confirmed the CIL funding, Cllr Doug Pullen said that while the prospect of people travelling on the waterway may still be some way off, the benefits of the project were clear to see.

"The work of the team of volunteers have far-reaching effects for the district," he said.

"The project is about so much more than just bringing back the Lichfield Canal – it's about helping people through volunteering or through the groups such as Duke of Edinburgh who take part in the project.

"The water may not be flowing for many years, but the restoration is helping people today."

Finger Posts Revisited



By Rosemary Phillips

After reading Roger Wilkinson's article about the "distinctive finger posts" on the Staffs & Worcs Canal I decided to add to this by supplying you with extracts from the log of AQUARIUS when the fingerpost at Great Haywood was replaced.

Thursday 29/9/2016

Left Dimmingsdale with 2 CRT volunteers, Martin and Phil, who were a great help. Good weather and trouble-free journey to Great Haywood. Moored in Anglo Welsh basin courtesy of the owners.

Friday 30/9/2016

8.00am moved into position on the Trent & Mersey Canal to await arrival of the finger post by road. Several CRT staff and volunteers plus sightseers arrived.

The post was successfully loaded onto AQUARIUS and then began the process of erecting it. Fortunately, the weather was good but unfortunately the post is still on our boat as the man power was insufficient and mechanical help was needed for safety so another date has to be fixed.

AQUARIUS boated to Ian Brain's, Weston where we were allowed to moor until further notice. Sarah took us home.

Wednesday 12/10/2016

Heard the finger post was going up tomorrow. Set off by car for Weston. On route had a phone call saying the machine booked wasn't strong enough. Carried on to Weston. Slept on AQUARIUS.

Thursday 13/10/2016

Spent the morning waiting for a phone call. Set off either to wind the

boat or to continue to Stone for the Fuller's Event

Heard that the post was being put up tomorrow so wined and returned to Great Haywood.

Friday 14/10/2016

Awaited the arrival of machine. It finally arrived mid-afternoon not a.m. as we were told. There had been problems on the journey. Helpers were given tea or coffee and cake to keep them happy. When CRT enquired about the delay staff were told that a new route had to be taken as there was a weight



restriction on one of the bridges. Sometime later CRT made another phone call and were told the load was too high to get under a bridge, the annoying part about this was we could see the vehicle from the boat!! So by the time it arrived, via another route, we were well into the afternoon.

With the machinery in place the post was lifted successfully and we wined and made our way to Stone.



The First Finger Posts - Stourton



Rosemary and Glyn Phillips also sent us the above picture of the Stourton Post being erected showing Robert Cox, Jack Waldron, Roger Squire, Peter Freakly, Glyn Phillips and Alan Emuss. Sadly 3 of them are no longer with us.

STOP PRESS! Aldersley Fingerpost

It was reported before Christmas that part of the fingerpost at Aldersley was rotten and badly damaged. An email to CRT elicited a reply from Keith Stevens, the local Area Operations Manager who promised to take a look. We are delighted that the fingerpost has been restored to its former glory. Thank you to CRT for the prompt and efficient response

VOLUNTEERS WANTED

LENGTHSMEN

Is there a stretch of the canal you can keep an eye on and report any issues?

NAVIGATION ISSUES

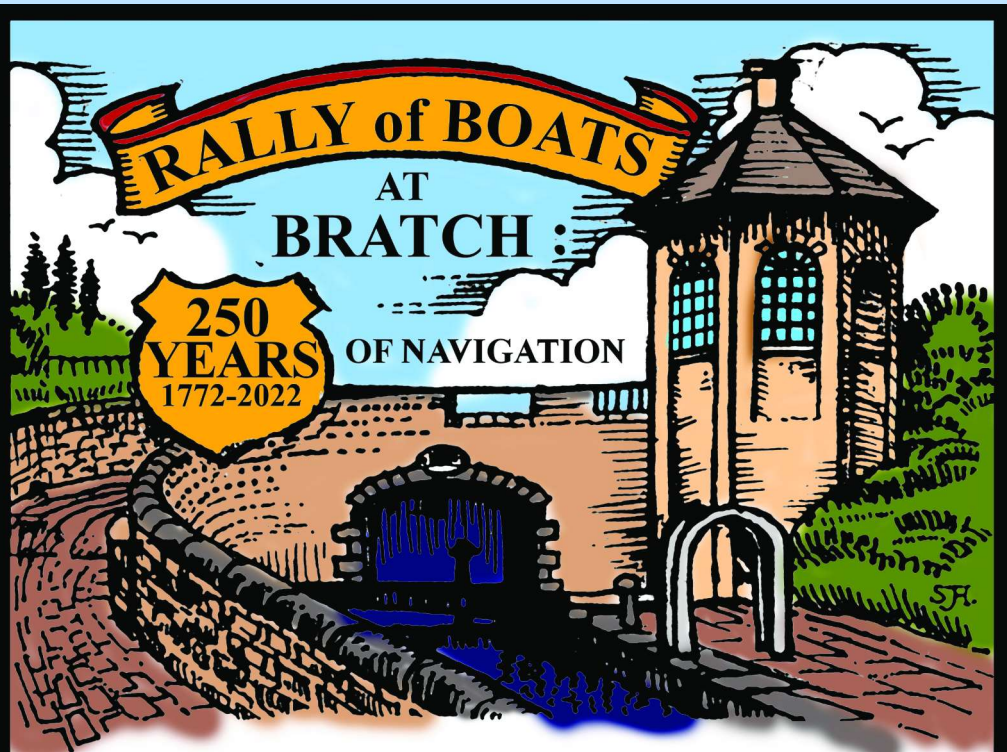
Spotted any issues that you think need raising with CRT?

Contact - Ann
sunbeam2@btinternet.com

REPRESENTATIVES

Would you be willing to attend waterways events and represent the society even if only for a couple of hours?

Contact - Julian
julian103@aol.com



This year is a significant anniversary for the Staffordshire & Worcestershire Canal, which was opened in 1772, 250 years ago.

In order to celebrate the our canal's historic milestone landmark, the Staffordshire and Worcestershire Canal Society is planning to hold a '250th Birthday Celebration Rally' over the **August Bank Holiday weekend (August 27th – 28th.)**

The rally is to be held below the unique Bratch Locks, which will give everyone the opportunity to visit and enjoy the beauty and heritage of our canal, and be a part of an historic period in our canals history.

The event is expected to include a number of local Waterways Preservation and Restoration Groups, refreshments and more to be announced.

For More information and enquiries please contact
maxdobbs5@gmail.com

Rally of Boats at The Bratch

Sat 27- Sun 28 August 2022

Celebrating 250 years of the Staffordshire & Worcestershire Canal

Entry Form



Title		Forename		Surname	
Address			Telephone		
			Home		
			Mobile		
Post Code			Email		

Boat Name	
Length	
Draught	

All entries to be in by Monday 22nd August

All entrants must have current insurance and C&RT licence.

I confirm that I have a current licence and insurance. Signed. _____ Date / / 2022

Please list any special needs

Entry Fee £15.00.

A Commemorative plaque is included in the entrance fee.

Are you a Staffordshire and Worcestershire Canal Society Member Yes No

Non members of the society will be joined up automatically from the rally date until the normal renewal date (April) and will receive the society's magazine by email.

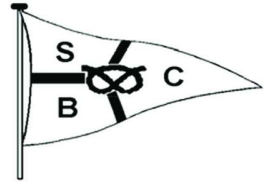
Note:- The only facilities onsite will be rubbish disposal which is located next to the bottom lock. Nearest water points are Greensforge, Autherley Junction or Gailey so please ensure that you have topped up before arriving onsite.

Return completed forms with remittance to
Mr S Bingham
A's Fast Fit Autocentre.
The Hayes,
Lye
West Midlands
DY9 8NY
Contact Tele 07964151552
email:- ste.bingham1954@gmail.com

Payment Details
Cheques made payable to
Staffordshire and Worcestershire Canal Society
By EFT to Sort Code 30-99-83 (Lloyds Bank)
Account No 02673373
Include your Boat name as reference

EFT payment date/...../.....

STAFFORD BOAT CLUB



**DO YOU NEED TO PAINT YOUR BOAT OUT OF
THE WATER OR IN A HEATED WET DOCK ?**

**WANT TO HIRE A ROOM FOR A SEMINAR
WITH MULTIMEDIA PROJECTOR OR TO
CELEBRATE THAT SPECIAL OCCASION ?**

**NEED COAL, DIESEL BUG TREATMENT, LOO
BLUE, SACRIFICIAL ANNODES, RED DIESEL,
PUMP OUT, PLASTIC CARD PRINTING,
GARMENT PRINTING, BANNER MAKING AND
MUCH MUCH MORE ?**

*Why not give us a ring or visit our
website for more information and prices.*

www.staffordboatclub.co.uk

Telephone 01785 660725

Fax 01785 662222

Stafford Boat Club, Maplewood, Wildwood, Stafford. ST17 4SG

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

- Single Membership £15.00
- Family at the same address Membership £15.00
- 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

- Angling Canoeing Other (please specify)
- Boating Industrial Archaeology Walking
- 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 May 9th
Edwin Fasham - "From North Sea Ferry to Mission Ship"

June 13th
Annual General Meeting
Followed by Tony Gregory "From Hatherton to Swindon" in (mainly) old pictures

September 12th
Roger & Martin Fuller

October 10th
John Potter "Update from Stafford Riverway Link"

November 14th
Andy Tidy "Hatherton Canal from above"

December 12th
Curling organised by Rosemary Phillips with Bring & Share supper

Local Events

May 28th - 29th
SRL & IWA 25th & 250th Anniversaries of the SRL and Staffs & Worcs Canal
Baswich

August 27th - 28th
Staffordshire & Worcestershire Canal 250th Anniversary Celebration
Bratch

September 24th
Aldersley Junction 250th Anniversary Celebration

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

