

BROADSHEET

Magazine of the Staffordshire & Worcestershire Canal Society



May 2024

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Staffordshire & Worcestershire Canal Society 2022-2023

President: Tony Gregory (gregory.lowerpenn@gmail.com)

Vice Presidents: Steven Gray, Ann Pollard, Peter Freakley, Derek Overton, Geoffrey Whittaker JP, Robert Cox, Liz Osborn , Carol Aldridge & Chris Dyche.

Chairwoman

Rhian Dobbs - 07909 974034
dobbsrhian@gmail.com

Vice Chair & Broadsheet Editor

Maxwell Dobbs - 07990 890116
maxdobbs5@gmail.com

Treasurer

Angela Clark - 07305 699432
ab.clark@virginmedia.com

Secretary

Ann Pollard - 01384 376585
sunbeam2@btinternet.com

Website Social Media & Work Parties

Adam Capewell - 07595 445589
yamyam80.ac@gmail.com

Advertising, Marketing & PR

Pauline Farnell
pauline.farnell@veolia.com

Committee Meetings

Committee meetings held at the Bonded Warehouse, Stourbridge starting at 7:30, and are held atleast 8 times a year, members may request to attend.

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.

Conservator

Vacant

Non-Committee Posts

Society Sales

Vacant

Raffles

Rosemary & Glyn Phillips

Length Scheme

Vacant

Cruising Awards

Ann Pollard - 01384 376585
sunbeam2@btinternet.com

Membership Secretary

Judith Gray
wharfinger@blueyonder.co.uk

Registered Charity Number 243702

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Editorial

Welcome to the the Spring/Summer Broadsheet. As usual thank you to all who have contributed to this edition and keep them coming.

Bratch 2024! Again entry forms and posters are printed in this edition. Planning continues for what we hope to be another successful weekend.

Thank you to everyone who has helped building the list of lock name boards and details. There are still a lot to go so if you are passing please take a look.I have printed the list in brief what we still need to catalogue.

The cover photo this month was taken at the Black Country Museum and I strongly believe is one of John Hill's Castles

My assistant editor from last edition has now quit and prefers my bed to helping!

Max



Chairwomans Remarks

Well it wouldn't be a missive from me without mentioning the weather – how terribly British! The winter seems to have gone on and on, so much for hoping that spring would have sprung by now. The weather seems to have delighted in teasing us with the odd beautiful day, but mainly it's been dull, damp and drych as our Scottish cousins would say. However, to further compound the issue I'm now sat here on the Bank Holiday Monday and it's dry. That seems to be totally against the rules for Bank Holiday weather, but I'll take it. Even though we seem to have had our fair share of rain, I bet there will still be water shortages this year!

Whilst the weather might not be in agreement, we are well into the boating season and there are plenty of rallies and festivals planned, which I hope will be attended by many. You may be attending by boat or by car or by foot, it really is an opportunity in the current climate of change to support your waterways and canal societies.

There will no doubt be many people on the cut whether it be walking, boating or holidaying in one format or another. Whenever we're out and about we always try to be kind – from hire boaters struggling with their first attempt at a lock, stepping aside for cyclists (most are polite and courteous), chatting with walkers and the CRT volunteers who are a font of knowledge.

It's also an opportunity to report any issues with the navigation whether it be vegetation (a favourite), obstructions in the canal or any other issues. These can be reported to us or directly to CaRT. If nobody reports issues then nothing can be done to rectify them.

The last social meetings of the season are upon us – with June being the very last one. The AGM is on the 10th of June (our wedding anniversary – but where else would I want to be!), and will be followed by Kev Maslin and his A to Z of the Canals through his inspired photography. If there is anything you want raised at the AGM, please do so as soon as possible via the Secretary – Ann Pollard.

My thanks to Phil Clayton for stepping into the role of organising our speakers, and we've had some really cracking talks this year. I'm looking forward to our next year of talks, and seeing what Phil has got up his sleeve.

Speaking of the social nights, I'll take this opportunity to thank all the member that help make the social meetings such a success; organising the speakers, setting up the room, clearing everything away, providing refreshments, the raffle and to those that attend and make it such an entertaining evening.

For those that are unable to attend social meetings, I'm curious as to whether a livestream may be of interest (bearing in mind technical

difficulties and probably lots of other issues). I'd appreciate feedback as to how many would be able to attend via a live stream and if there is an appetite for it before investigating further.

If any of you would like to sit on the committee then please do get in touch, we always need members, and with such a small committee I do worry that we aren't representing all of our members' views. I promise that it really isn't an onerous task.

I wish you all a lovely dry summer, but not too hot of course!



Rhian

The Bi-Centenary Award

Every year at the AGM we like to award The Bicentenary Medallion.

This 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.

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.

Sadly last year there were no nominations and Liz Osborn made the below statement at the AGM.

"Well I'm sad to relate that this year I have not received any nominations from the Membership for this award.

There are a number of members who have done much to promote and keep this Society going forward. It is not for me to choose, it is your choice.

So, this year The Bi-Centenary Award will not be presented at the 2023 Annual General Meeting.

Therefore, I ask the membership during the coming year to think about this Award and send to me your nomination of whom and the reason why.

It is your choice and it is a "thank you" to a member who has worked well for our Society."

Please email your nomination together with a very brief justification to Liz Osborn (dandlo.buckbury@btinternet.com or 01299 832922) before 2nd June 2024.

Staffordshire & Worcestershire Canal Society

AGM 15th May 2023 Minutes

32 members present

Apologies Steven and Judith Gray, David and Liz Jones, Pauline Farnell, Adam Capewell, Mr and Mrs Coxon, Carol and Dennis Cooper, Bob Derricot,

Minutes 2022 AGM proposed by Tony Gregory and seconded by Geoffrey Whittaker with the amendment that Carol Gregory seconded Rhian Dobbs for Chair

With that amendment meeting agreed

Minutes accepted

Chair's Report

Thanks to all attended, especially given the change of date.

Thanks to all volunteers who have helped over the last twelve months.

Broadsheet down to 4 copies. Thanks to Julian for the contribution. Still require contents for Broadsheet Max is editing and creating some of the content himself, so would be very grateful for any contributions

It is the intention to distribute Broadsheet at Bradmore. If any member does not attend meeting Broadsheet will then be posted out. This is to try and save postage. Thanks to Steven and Judith for Broadsheet distribution.

Re membership 53 members have paid but 62 have not paid Judith will be chasing them up

With regard to increasing membership Pauline, Max and Rhian are looking at membership benefits to members to try and encourage people to join.

Attracted small number members at the Bratch rally

Intention to hold an annual rally at different venues however we have arranged to have a rally at Bratch in September this year.

Thanks to rally committee but we practically broke even, just lost £1

Volunteers, your society needs you and Phil has stepped in as meetings coordinator. It would be wonderful if we had a pool of volunteers who could go and attend a few events on behalf of the society.

Anything you can do to encourage members join the society.

Facebook still going strong but not resulting in volunteers. Hopefully the website will be addressed in the next few months.

Freddie has stepped down as conservator Rhian hopes someone will step and take over.

Rhian asked for any questions. Have e mail addresses for everyone need for broadsheet to go out ahead of the meeting.

Questions came from

Julian who mentioned it would be great to look at a membership package to encourage membership.

Chris raised the issue of Malcolm Braine legacy would it not be possible to retain a small part of the legacy that the Society can look at using it for something to remember him by.

Chris suggested that we speak to Ian regarding this. Peter asked the meeting for approval for Chris's suggestion

Presented by: JOHN TURNER



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Tony stated that he had spoken to Ian and the family and they would like that the funds will go to the Stafford Riverway Link on behalf of the society and this should be completed.

After quite some discussion it was agreed that when planning permission had been given for the bridge then monies would be transferred to Stafford Riverway Link. Glyn asked would the plaque def going on the bridge.

No planning applications received as yet for the bridge.

Treasurers report

Each member given a copy of Angela's report

Angela asked for any questions. No questions were raised

Gift Aid - Last submission was for 2021 2 years only last few months that Angela has been able to claim gift aid

Proposer David Osborn Sec Ian Cowdale

Ratification of President A Gregory

Ratification vice presidents Geoffrey, Chris, Robert, Liz, Peter, David, Ian, Ann, Steven

Election officers

The officers were elected enbloc

Chair Rhian Dobbs Vice chair Maxwell Dobbs

Treasurer Angela Clarke Secretary Ann Pollard

Proposer Rosemary Phillips Seconder Mary Overton

Committee Members

Pauline Farnell and Adam Capewell were elected

Ratification auditors Tina Westwood the meeting agreed

Societies constitution

Max took over to explain the new constitution

No provision within the current constitution if the society was to wind up

Peter Whitehouse and Tony did a lot of research on the charity commissions website.

The charity doc is a 32 page document includes paying staff, paying trustees that are not appropriate to us.

Committee asked if Max would look at and speak to the charity commission the document is between you and your members the only time we would need to look at it what would happen to the money if the society were to fold.

2 proposals the first one and the longest one is a putting them under sub headings 3 sections there are 3 sections we have slightly altered.

Second proposal is the text for the dissolution of the society and this is the charities own words.

Any questions

Tony raised the question should we hold a committee meeting and state a minimum of 8 meetings

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Committee members are Trustees

Not every committee member have to be a trustee but Rhian feels that we are a small committee then we should all be Trustees.

Proposed Chris Dyche Seconded Liz Osborne

Meeting unanimously agreed the new version

Any Other Business pertinent to an AGM

Conservator Freddie gave a quick overview conservator it is now easier to do job that in the past.

Tony Guy Plate awarded to Chris Dyche with thanks from the committee.

Bi centenary medallion no nominations received. Liz felt that it was sad no nominations received this year. Liz asked membership to look at during the year as to who should be awarded the bi centenary award so that next year we will have nominations.

Meeting closed

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Social Meeting Report :

March - 'Oh, no! Not the *Titanic*'

Phil Clayton

John Wilson's intriguingly titled talk entertained a good crowd at Bradmore on 11th March. Posing the question 'why do we remember the *Titanic*?', he debunked many of the myths that have grown up around the ship during the 111 years and 11 months since she sank, before telling us about her sister ship, the *Olympic*, which had made her maiden voyage a year earlier. John's talk included a great amount of interesting information, far too much to include here, but one detail stuck with me. *Olympic* was built with a partly open promenade deck and her lifeboats could be lowered to that level so that passengers would be able to step off the deck into the boats. It was soon discovered that, given the ferocity of the North Atlantic weather, the open deck was impractical and so, on the *Titanic*, the deck was enclosed, and cabins built in some of its space. Many of *Olympic's* crew were transferred to *Titanic* for its maiden voyage but weren't apparently told about the change of design. When the latter struck its iceberg and began sinking the crew lowered the boats to what they thought was the open promenade deck level and, seeing no

passengers boarding, assumed they'd already made their way to safety and lowered them fully - and half empty.

Olympic went on to have a successful career, as a peacetime liner until 1935 with an interval as a troop carrier during the First World War. She was the only civilian vessel to sink a U-boat, using her weight and speed to cut through part of its hull. Following scrapping, many artefacts from *Olympic* were rescued and found their way into hotels and restaurants.

Lock Name Boards

We are making some progress with building a list confirming the existence of the lock name boards and the associated plaques.

I would very much like to thank Tom Morgan, David Caunt and Tony Gregory for the information we have been able to gather thus far regarding locks and bridges.

David has also added to our list as it appears that between ourselves and Strourbridge Navigation Trust we may have also added name board to Stouton and the top of the 16.

With regard to details we are still seeking to confirm we locks 1-7, 9-17, 19-21, 29-40 and Tixall

Tale of a Piece of Coal

Phil Clayton

About thirty years ago we tied *Marsh Harrier* up on the towpath somewhere north of Stourport – it was before I started keeping much of a log and I can't remember exactly where. They'd been dredging and there were piles of material along the path. I noticed some black bits which on investigation turned out to be small bits of coal. I wondered where they'd come from.

Littleton Colliery Railway Bridge, a grey steel affair apparently in the middle of nowhere and a complete contrast to the graceful brick arches elsewhere along the canal, was built around 1900 and carried a standard gauge railway from the pit at Huntington to a junction with the main line at Penkridge. The 25" Ordnance Survey

map, revised in 1900 and published in 1902, shows an earlier tramway from the mine as far as Otherton Lane but the bridge itself along with the continuation to the main line is indicated as 'in course of construction'.

The history of the mine stretched back another three decades to the formation, in June 1872, of the Cannock & Huntington Colliery Company which agreed a 52-year lease with Lord Hatherton of Teddesley Hall, Penkridge to discover and exploit coal under 1000 acres of his land. By 1877, a tramway had been constructed to the newly constructed Otherton Basin on the offside of the canal here, and materials for the shaft sinking were transported from the canal to the pit site. The Company failed in 1885 through the drowning of its shafts



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without ever raising any coal. Work was started again, by the Littleton Collieries Company, in 1897 with coal being raised five years later. The original basin was 80ft wide and 100ft long but was lengthened, when the railway was built, to 330ft and a raised pier built down the middle to enable trucks to load directly into boats beneath. Coal was taken from the basin to Stourport Power Station (Stourport Light to the boatmen) in vast quantities. When the power station opened in 1926, all of its coal was delivered by canal but, by 1949 when the traffic ended, only 20,000 tons, about 5% of the total used, went by water. About 13,000 tons of that was delivered from Otherton. The basin was infilled when the M6 was

built in the late 1960s, but its shape is still recognisable by field boundaries on the map as is the rest of the railway route – I must go and see if it's still walkable sometime.

Tom Rolt was a witness to the end of the traffic, noting, as he cruised on *Cressy* between Stourport and Autherley in 1947 that 'this particular length of canal carried a very heavy traffic that was almost entirely horse drawn, for the power station at Stourport then took the bulk of its coal by water from the Cannock coalfield.' He considered that it was such a logical traffic that it would continue and noted that one of the first acts of the Docks and Inland Waterways Executive following nationalisation was

‘to dredge the whole canal between Gailey and Stourport’. However, in one of the ‘follies that so soon followed’, the National Coal Board and Central Electricity Generating Board decided that future supplies would be by rail or road. The ‘coal drops at Gailey’ (Otherton) were demolished and Rolt summed up what he considered the futility of it all – ‘To see a wide and dusty towing path trampled by the hoof prints of many horses, to smell horse dung and to see the numerous “eloquent grooves” worn in metal

rubbing strips by innumerable tow lines still bright from constant use, such trifles, once so commonplace in the canals, were never to be experienced again. Next year, when we passed that way, the traffic had vanished; weeds were already encroaching on the disused towpath, and the bright rope grooves had grown dull.’

I reckon I know where my piece of coal came from now!

References

Cannock Chase Mining Historical Society

: The Cannock Chase Coalfield and its Coal Mines : 2005

Langford, J.Ian : Staffordshire & Worcestershire Canal, Towpath Guide No. 1 : 1974

Rolt, Tom : Landscape with Canals, the Second Part of his Autobiography : 1977



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The Staffordshire & Worcestershire Canal and its Railways Part II

The following first appeared in Broadsheet in May 1987 and the second part of a series of articles written by Dr Patrick Thorn.

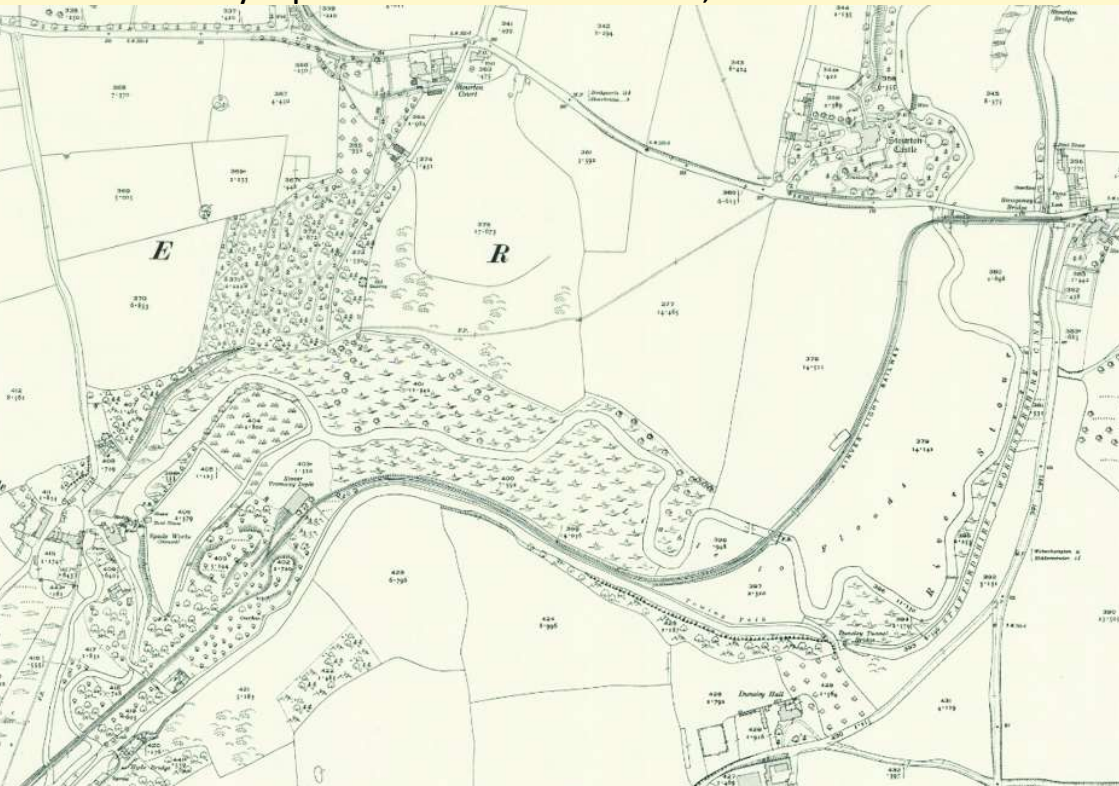
Kinver Light Railway

Before it opened in 1901 the KLR had a Board of Trade inspection. The Inspector gave his opinion that the KLR would have problems because it was "partly tramway, partly railway and partly a combination of the two".⁷ 'The tramcars started from Amblecote and ran alongside the main road as far as the Stewponey; here they crossed

the canal into the fields where the track became railway; the Inspector forecast derailments and was later proved right. In 1903 most of the Vignoles type railway lines in this section were replaced by grooved tramway lines.

Nevertheless the KLR was a success and introduced thousands of Black Country families to fresh air and more light. During summer weekends and Bank Holidays chaos occurred if the weather was good. The great volume of traffic caused difficulties because the single-track-and-loop-system only

Ordnance Survey Map -Staffordshire LXX.12 Revised: 1921, Published: 1922



allowed an every seven minute service.

An interesting service used by boatmen after 1924 is described.* Each weekday the first Car out of Tividale depot left at 4.05 a.m. for Five Ways, Tipton. Here it reversed and picked up regular traffic of canal boatmen who were dropped at Stewponney just before 5 am. Langford describes, (p.143-5) how this fitted into the boatman's week making 'intermediate haul' possible.

The track crossed the canal opposite the old Stewponney and Foley Arms on a plate girder bridge: the bridge carrying the A458 now occupies the site. The track went straight ahead for 150 yards to cross the river on a girder

bridge: it then took a sharp left turn. After crossing the river again the track rejoined the canal about 250 yards beyond Dunsley tunnel: for the next ¼ mile towpath and track of KLR kept close company with each other and with the splendid beech trees which remain such a feature now. The 6" o/s map shows these features and the site of the Tramway Depot at Hyde: the map also demonstrates why Stourton Castle made such an impression on KLR travellers.

The KLR finally closed in 1930. Because of the 1903 modifications it had become a tramway rather than railway.

Ref. 7 & 8 Black Country Tramways. Vol.1 and Vol. 2



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OBITUARY

The following was sent a while ago by Liz Osborne and was previously printed Broadsheet.

The Society was saddened this week to learn of the passing on of our most valuable member ;

Someone Else

His passing creates a vacancy that will be very difficult to fill. Someone has been with the Society since it first started and did far more than any normal person's share of the work.

Whenever there was a job to do. a function to attend. funds to be raised. or a meeting to be arranged. one name was on everyone's lips, 'Let Someone Else do it '.

It was common knowledge that Someone Else was one of the largest contributors of time to our Society; whenever there was a need for volunteers, everyone Just assumed that Someone Else would do it.

Someone Else was a wonderful person, sometimes appearing superhuman, but a person can only do so much. Now it is realised. everyone expected too much. Someone Else set a wonderful example to follow, but who is going to do the things that Someone Else did ?

When you are asked to help. remember WE CANNOT DEPEND ON SOMEONE ELSE ANY MORE - WHY NOT VOLUNTEER NOW ?

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?

REPRESENTATIVES

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

COMMITTEE

Served on a committee before?
Share your wisdom!

Never served on a committee before?
Try something new!

Contact - Ann
sunbeam2@btinternet.com

Contact - Rhian
dobbsrhian@gmail.com

STAFFORDSHIRE & WORCESTERSHIRE CANAL SOCIETY'S ENQUIRY INTO RESTORING THE STAFFORD BRANCH IN 1976

David Jones

The possible restoration of the Stafford Branch was the subject of some discussion by members of the Staffordshire & Worcestershire Canal Society in 1976.

The discussion was initiated by R M Blakey who wrote a letter to the Editor of Broadsheet, the Society's magazine. His letter appeared in the January edition¹. He asked whether it was still possible for the Stafford Branch to be restored. He did not know what condition it was in but was sure it would provide some interesting cruising if restored. The Editor invited comments.

S Coxon wrote a detailed reply in the March Broadsheet².

"I read with interest R M Blakey's letter (January Broadsheet) concerning the Stafford Branch of the Staffs & Worcs Canal. Although I realise all time and money is currently needed to keep open the main-line (or at least to keep it 'cruisable') I consider that the Stafford Branch could be restored easily in comparison with some of the restoration projects now taking place.

"I enclose a rough map³ of the branch which I hope will be of some use. The biggest part of the work would be in constructing a new waterway at Baswich to connect the canal and river. This would entail digging a channel about 150 yards long, and the construction of a new Baswich Lock.

"Saint Thomas' Weir would probably need strengthening and/or raising. I think the only other work required would be a mile and a half of intensive dredging as all of the bridges excluding a light wooden structure adjoining two car-parks are of adequate height. (Riverway and Fairway have ten or twelve feet of headroom).

"The towpath is in better condition than most canal towpaths. One thing which might make things difficult is a proposed new road, known as Stafford Inner Relief Road⁴. This road is planned to cross the river about two hundred yards east of Green Bridge. The height of this new bridge would be all important.

"I think that this project, if at all possible, in future years would be of great advantage, not only to boaters, but also to the people of Stafford, who could see narrow boats moored from the main shopping street, or even working boats unloading at Stafford Wharf, which is still intact.

"The local Sea-Cadets would benefit greatly, as their headquarters is adjacent to Riverway Bridge. Who knows? They might even volunteer to help, if they see the advantages of a navigable waterway running past their door, and connected to the main canal system.

"This is just an idea that might possibly become reality in the future, but if so it could provide a number of moorings off main-line and good publicity for canals in

general if boats could once more reach Green Bridge.”

Roger T Squire, in his Chairman's Report⁵ for 1975-1976 at the AGM on 14 June 1976, said that he would again give the Society two aims for the coming year, one being “an examination of the case for a Canal into Stafford.”

One member of the Society who was very enthusiastic about this was Bernard Rogers, the committee member responsible for “Trips and Cruises”. On Sunday 11 July 1976 he walked the entire route, recording and photographing its general condition.

This is his Report⁶ to the Committee

Initial Report on the Stafford Arm (Sow Navigation)

Locks

St Thomas Lock non-existent; originally a single lock with a mean drop of 6ft. 6ins.

Aqueduct

Non-existent. This was needed to span the drainage channel.

Roving Bridge, at Junction with Main Arm

Non-existent.

Pound between Junction and Lock

Only traces of sandstone walls visible.

River Sow Navigation:

Towpaths

Excellent condition throughout with only two places showing signs of collapse, these being in close proximity of the second road bridge.

Bridges

All bridges are in first class condition (newly erected). The footbridge and Bailey Bridge in Stafford Wharf may be a restriction to headroom.

Feeders

Apart from the main source, there are at least six feeding points along this stretch of the river.

Weirs

Both weirs are in excellent condition and would require no attention.

Waterway

Depths vary from 6ft. to 1ft. (drought conditions). Shallows are mainly silt brought down by feeders. The usual collection of rubble has accumulated immediately beneath bridges. Weeds are abundant but most are surface or light clingers which would respond to through navigation after initial clearance.

Development

The new ring road is being constructed over the river next to the riverside centre, but as the footpath is being preserved, it would seem that a bridge rather than culverting will be used to span the river.

From my brief inspection, I can see no reason why a more detailed inspection cannot be made with advances to B.W.B. for approx. costs on lock and aqueduct, (there is one at Longdon on Tern), also a roving bridge. An approach to Stafford Council may also be made.

At the Committee Meeting on 23 August 1976 Bernard Rogers reported that: "A trip is to be arranged for Stafford Councillors as soon as possible at northern end of canal, to be linked with possibility of opening up Sow Navigation". Mr Rogers had walked the towpath and felt that restoration might be feasible; the lock and aqueduct would have to be completely reconstructed. A towpath walk was to be arranged for committee members and others interested on Sunday 19 September at 10.00 am. They were to meet at the short stay car park at Stafford town wharf. Notice of this was to go in *Broadsheet* and be announced at the monthly meeting.

In the meantime, on 6 September Bernard Rogers wrote to Dr J Ian Langford, a prominent member of the Society, about these events. Ian Langford replied on 17 September:

"I was delighted to hear you are exploring the possibility of reopening the Sow branch. As you may know, this is a project I should very much like to see accomplished; in my view it is one which should have been tackled long ago.

"I imagine the first step is to carry out a detailed survey of the river and site of a connection with the Staffs & Worcs. It is essential to know the magnitude of any engineering works at an early stage and to obtain a realistic costing for the restoration. Simultaneously, it would do no harm to secure the interest and support of local councillors and council officers; your proposed cruise will help achieve this and make them aware of

the advantages of such a scheme. Also, attempts would have to be made to ensure that proposed road schemes, service pipes, etc, do not interfere with the eventual reopening of the navigation. Alan E.⁷ has already written to the County Planning Officer concerning a gas pipe to be laid near the site of St Thomas Lock, which presents an immediate threat.

"These preliminaries would of course require the committee's approval, but I imagine this would be readily forthcoming. The above suggestions would not necessarily involve the society in any long-term commitments."

Ian Langford also stated that he had no information on the Sow Navigation other than what was in his *Staffordshire & Worcestershire Canal Towpath Guide*⁸ that had been published two years before.

No mention of the walk was made at the next Committee Meeting (27 September) – Bernard Rogers sent his apologies but at the following Meeting (25 October) he gave a very upbeat report: "Mr Rogers has further investigated the possibilities of reopening the Sow Navigation. His approaches to Severn-Trent River Authority were very well received and they are thought to have money to spend on improving the river. The water level has been maintained and a new bridge to be built allows for navigation."

However, by the next Meeting (29 November), the mood had completely

changed. A terse entry in the Minute book stated: "River Sow Navigation – Mr Rogers had a meeting with Mr Tremellyan of the Severn-Trent Water Authority and was told that the level of the river will be dropped by three feet to cope with flood water from the Stafford area. The implications of this mean that the project is very unlikely to be feasible."

In his retiring Chairman's Report⁹ for 1976-1977 at the AGM on 13 June 1977, Roger Squire said that in

September 1976 the Society had held an "exploration of the Sow Navigation from Stafford to Baswich, which it was hoped would be the start of a revival of a re-instatement for navigation. However, a grandiose scheme by the Severn-Trent Water Authority to prevent the regular flooding of parts of Stafford town by lowering the river will mean that any such ideas will now never reach fruition".

However, with the passage of time, "never" may not always be forever.

References and Notes

- (1) *Broadsheet* January 1976 Volume XVIII no.198 page 14.
- (2) *Broadsheet* March 1976 Volume XVIII no.200 pages 14 & 15.
- (3) There was no sign of a map in the Archive File.
- (4) Stafford Inner Relief Road is now known as Queensway.
- (5) *Broadsheet* July/August 1976 Volume XVIII no.204 page 3.
- (6) *Staffordshire & Worcestershire Canal Society: Trips and Cruises 1976-1980*.
- (7) Alan E Emuss, a member of the Conservation Committee.
- (8) *Staffordshire & Worcestershire Canal Towpath Guide* by J Ian Langford (1974): Goose & Sons Publishers. ISBN 0 900404 22 1.
- (9) *Broadsheet* July/August 1977 Volume XIX no 215 page 2.

Sources of Information

(A) Staffordshire & Worcestershire Canal Society Papers at Wolverhampton Archives & Local Studies.

(B) Telephone conversations and email correspondence with Tony Gregory, (Staffordshire & Worcestershire Canal Society) whom I would like to thank for his help, advice and encouragement while researching this article.



Do you have an article
you would like to submit for
inclusion in **Broadsheet**?

The deadline for Issue 694 is Friday 23rd August

New Director For CRT's West Midlands Region



Canal & River Trust announced the appointment of Henriette Breukelaar as the new director for the region from 1 April 2024.

Henriette has had a diverse career, most recently as CEO at Greater Birmingham and Solihull LEP. Prior to that, she spent four years as an executive director at ExtraCare Charitable Trust, four years as director at High Value Manufacturing Catapult, and ten years as partnerships director with the regional development agency.

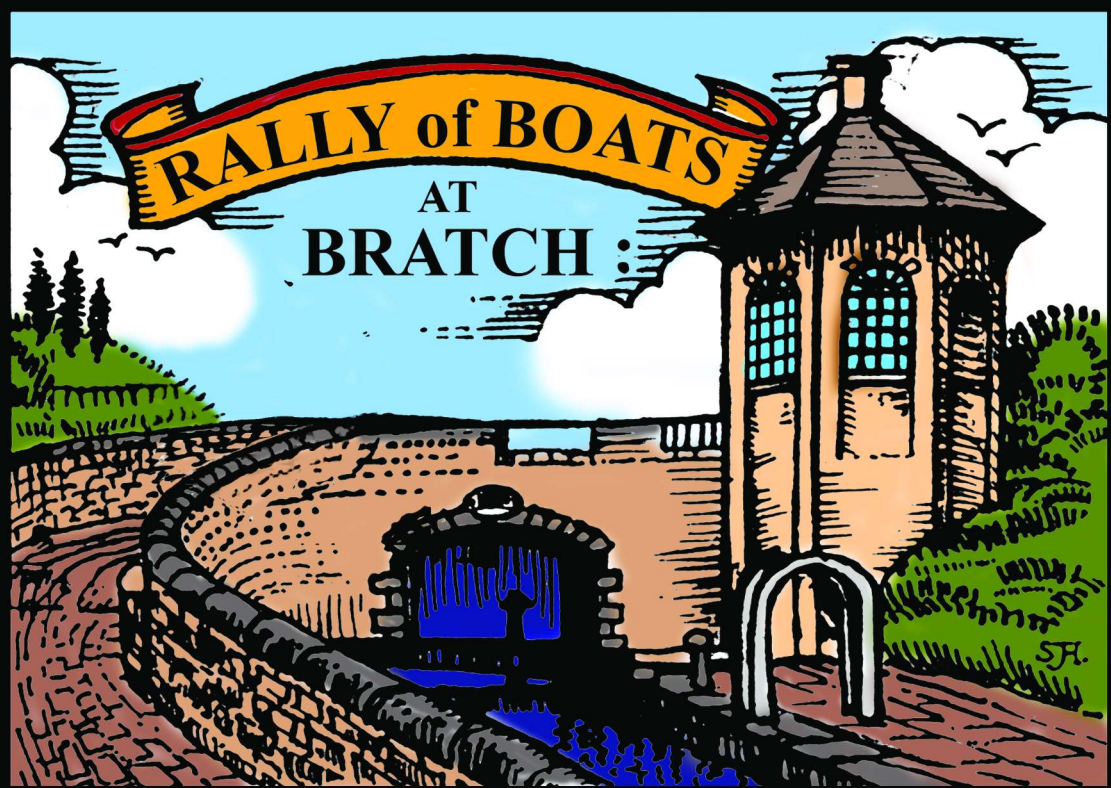
Julie Sharman, our chief operating officer, said: "I'm delighted to welcome Henriette to the Trust. She will be an inspiring leader for the West Midlands, whose former industrial canals are uniquely placed to support the recovery of wildlife and bring nature into cities, improve community wellbeing, tackle health inequalities, and support jobs and the regional economy.

"There are challenges ahead to keep our 250-year-old waterways safe and

available to all, as more frequent extreme weather events take a toll alongside significant funding challenges. Henriette's experience will be invaluable in that journey.

"Ahead of his retirement from the Trust, I'd also like to thank Adnan Saif for his enthusiasm and commitment as regional director, including ensuring the canals were so well showcased as part of Coventry 2021 UK City of Culture, and that they played a key part in celebrating the region at the Birmingham 2022 Commonwealth Games."

Henriette, who originates from the Netherlands but has chosen to spend much of her working life in the West Midlands, said: "I am passionate about the region, the people, its culture and heritage. Canals are central to life in the West Midlands and an adequately-funded and well looked after canal network is so important for the health and wellbeing of this special place. I'm excited to be joining the Trust at this pivotal time."



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Sat 31st August – Sun 1st September 2024



Entry Form

Title		Forename		Surname	
Address			Telephone		
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			Mobile		
Post Code				Email	

Boat Name	
Length	
Draught	

All entries to be in by Monday 19th August

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

I confirm that I have a current licence and insurance. Signed. _____ Date / / 2024

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

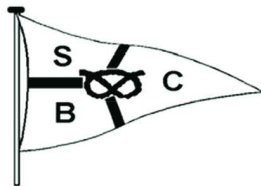
Non members of the society will be joined up automatically from the rally date until the normal renewal date (April) and will receive the society's magazine by email.

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.

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West Midlands
DY8 4XS

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YEARLY SUBSCRIPTION (1st April-31st March)

Please tick appropriate option

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To enable the society to collect Gift Aid, we need to update the records for all members who we are eligible to collect for. Even if you have previously done so, please complete and return this form to the membership secretary.

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- I am a UK tax payer. I would like the Society to treat all membership subscriptions and donations I make in the future and have made *in the last 4 years*⁽¹⁾ as Gift Aid donations until I notify you otherwise.

⁽¹⁾ If you have not been a member or tax payer for this period please delete.

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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*

May 13th

Phil Clayton: On the Level, Summer in the Fens

June 10th

AGM, Kev Maslin: A-Z, Ashby to Zouch, a waterways alphabet.
(A fascinating look at what makes the canals so inspirational and worth traveling miles to see, as viewed through the lens of waterway photographer Kev Maslin.)

Local Events

Saturday - Sunday 31st August to 1st September

Rally of Boats - Bratch

Saturday 14th September 10am to 5pm

Stourport Heritage Port Group Event - Stourport Yacht Club

Free to enter, with all welcome on foot or by boat, working boats would be very welcome to moor in the basins (by prior arrangement - please contact Angela Clark ab.clark@virginmedia.com to arrange) to help to illustrate the history of the waterways. All others will find plenty of mooring between York Street Lock and Lidl.

There will be refreshments available.

Guided walks / talks around the basins, Yacht Club building and grounds.

Other attractions yet to be confirmed.

River conditions permitting, there will be trips on River King available (fee payable)

21st -22nd October

Stourbridge Navigation Trust Open Weekend

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

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From Stourport Basins
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