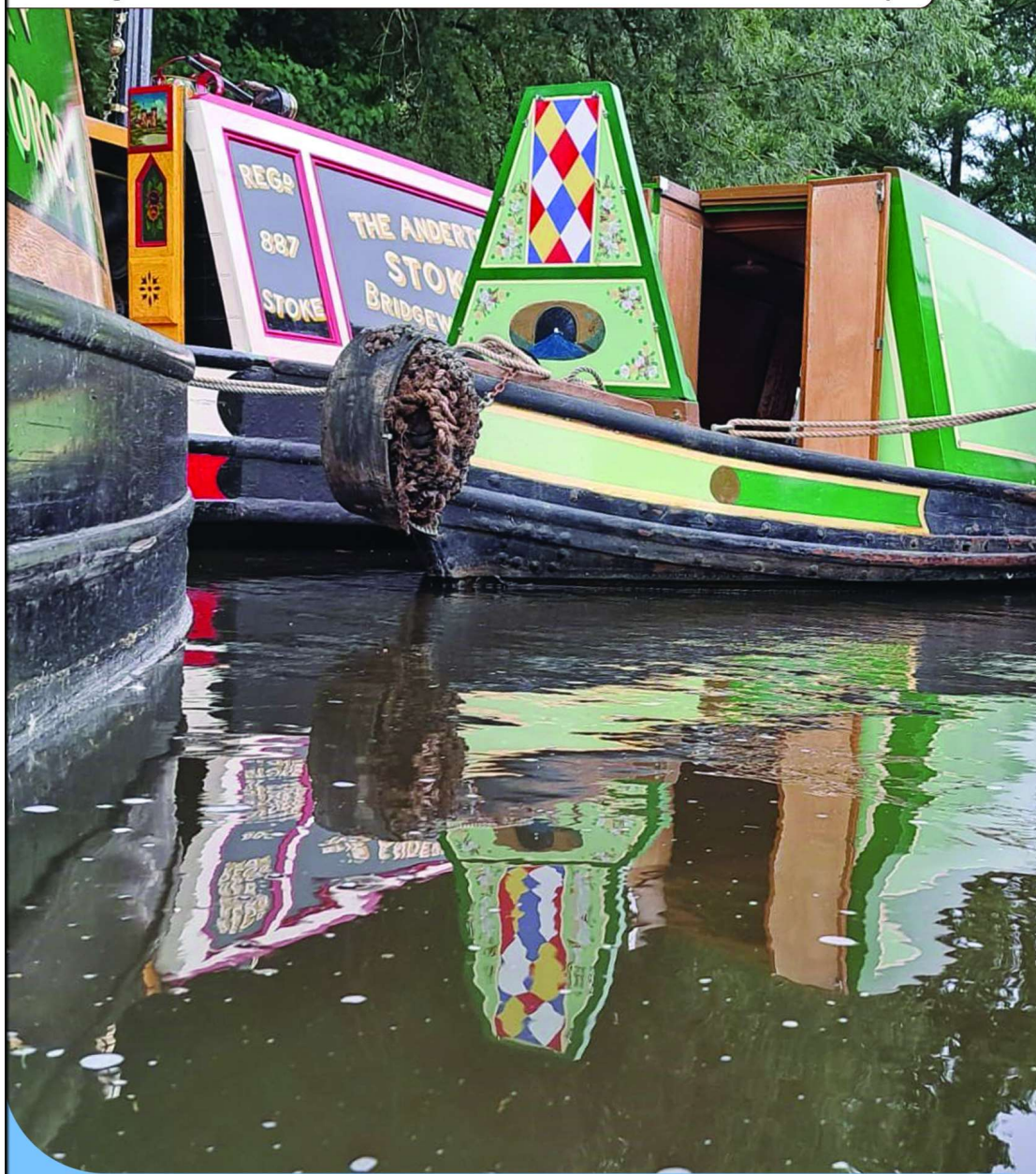


# BROADSHEET

Magazine of the Staffordshire & Worcestershire Canal Society



September 2024

Volume 66 Number 694

[www.swcanalsociety.co.uk](http://www.swcanalsociety.co.uk)



# Staffordshire & Worcestershire Canal Society 2022-2023

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Cover Photo Credit Steve Bingham

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Vacant

## **Non-Committee Posts**

### **Society Sales**

Vacant

### **Raffles**

Rosemary & Glyn Phillips

### **Length Scheme**

Vacant

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# Editorial

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

Putting this Broadsheet together comes hot on the heels of Bratch, which appears to have been a very successful weekend with lots of promise for doing it again next year.

During the rush home from Bratch to start putting this edition together, Rhian and I admitted secrets we kept from each other. Apparently when I step across an open bottom end gate she closes her eyes and waits for the splash. I in turned confessed I do too!

I will endeavour in the next edition to complete and publish the list of lock name boards or at least provide an update on how complete our list now stands.

Max





# Chairwomans Remarks

The summer has passed us by. The last time I sat down to write we had the AGM, the summer and the Bratch Rally to come. It all seems to have gone by in a flash.

At the AGM Liz Osborn made the presentation of the Bi-Centennial Medallion. Liz read the nomination out and it was very flattering. Max and I were equally surprised to be told that we were the recipients of

the award. As Chairwoman, and Max as Vice Chair and he many other hats that he wears we were humbled that our contributions had been recognised. We took on these roles freely and do what we can to move the Society forward and expect no special recognition for doing our jobs. So thank you to whomever nominated us and I hope that we can continue to represent the Society and live up to expectation. It was especially touching to see that Max's parents had also been previously awarded the medallion as well. No pressure on our son then to carry on the good work for the Society!

Steve Bingham was nominated by the committee for the Tony Guy Plate for all his hard work on the Bratch Rally over the previous years. Steve was presented the plate by our President Tony Gregory at the Opening at the Bratch Rally which seemed fitting.

The rally was attended by several VIPs including the new CaRT Regional Director for the West Midlands Henriette Breukelaar and members of the local Council. Whilst chatting with members of CaRT the main topic of conversation was about the chemical spill at Walsall and the difficulty in dealing with the clean up.



Photo: Julie Hill



Steve Bingham receiving the Tony Guy Plate  
Photo: Pauline Farnell

With many agencies involved; the Environment Agency, local councils and the emergency services and other specialist agencies it was complicated. Whilst the parties involved have been co-operative the long term outlook, I believe, will have an impact for many years to come.

Which leads me into frustrations that I'm sure I share with CaRT generally. The amount of vandalism and carelessness on the canal which uses vital resources from CaRT's budget. The seemingly regular bridge strikes at Dimmingsdale and other bridges, all manner of vehicles and rubbish

dumped in the canal, fly tipping and general vandalism. The CaRT volunteers work hard and there is only a finite resource available to the canals.

Please keep an eye on the Funding Britain's Waterways website in the coming month, and our Social Media as well. With a new Government in power and many new sitting MPs it's time to dust off the keyboards and work together to lobby the Government. Guidance for suggested content is available on the IWA website.

As I finish writing this, after what seemed to be a day that was a harbinger of autumn to come, it's already dark outside, but fear not. Phil has already arranged this year's social events for Bradmore to bring a ray of light to your winter evenings. The details of the speakers are at the back of the Broadsheet and I look forward to seeing you there.

Rhian



# In Memoriam - Ruth Dyche

It was with great sadness we heard about the death of Ruth Dyche on 10<sup>th</sup> June 2024. Ruth was the wife of Chris Dyche our previous Treasurer of many years. Chris and Ruth were made honorary members of the Society about 8 years ago in recognition of their long involvement with the Society. I have had the pleasure of knowing Ruth since 1985 and have admired her attitude to both her health, friends and involvement with her many activities. I know I shall miss her personal Christmas cards which she diligently embroidered and have kept them all over the years.

Ruth has done so much for canals and not just the Society but Stourbridge Navigation Trust. She has been involved at the Bonded Warehouse, was seen at the Railway weekends, Open weekends and in the early years in the kitchen and then sitting at the desk advising customers and took part right from the very first Santa trip only missing the last one pre covid. She would spend her days making up and correctly dressing all the Santas, bearing in mind there were six a day, she had to ensure they were fully made up and dressed. Not only that but undertaking repairs as and when necessary. For those eagle eyed of you

she undertook looking after licensing for the Trust and her name would be seen on our Broadsheet adverts as please contact Ruth Dyche.

She was a great lover of crafts, excellent maker of lace, embroidery and knitting and has been known to take a jumper off me when she realised I was not very good at picking up stitches and then handing it back to me finished. Ruth loved her holidays and even recently managed to get away and enjoy herself. When Stephen had his boat she would often be seen travelling the system with Chris and enjoying herself. She loved travelling the canals

It could be seen in what esteem Ruth was held by the number of people attending her funeral, I hope she realised how much she was loved and regarded by all, not just her family.

Our thoughts go to Chris and family at such a sad time

Thank you Ruth you will be much missed

Ann Pollard

# Social Meeting Report :

## April : Caribee Island, Wolverhampton

Phil Clayton

Simon Briercliffe asked a large audience whether they had ever heard of Caribee Island and a fair few admitted that they hadn't. Not surprising as it's one of the lesser-known bits of Wolverhampton's history. He then went on to explain its time period, the half century between about 1830 and 1880, and its location, the area from Stafford Street down to the Birmingham Canal and between modern Broad Street (formerly Canal Street) and Little Lane. At the beginning of the period much of it had been open land on the fringes of the town but by the end it was a closely packed area of back-to-back houses in unsanitary courts. A good proportion of Caribee Island's population was comprised of Irish immigrants, driven out of their homeland by the potato famine of the late 1840s and a repressive society. Industry was growing in the west Midlands and workers were needed. Local landowners responded by building shoddy, crowded houses with privies shared between many families and,

not surprisingly the area became a slum.

Simon built on these bare bones to reveal the social history of Caribee Island; its nearly forty pubs and drinking establishments, its Irish-Catholic heritage – St. Patrick's Church was built there in the 1860s (demolished in the mid-1970s), the over-crowded conditions leading to outbreaks of cholera and typhus, the sporadic clashes between the inhabitants and the police. The area was politically active with strong support for Irish independence. All in all, a fascinating story told by Simon who has researched his subject in great detail – well, he has written his PhD thesis about it and is closely involved with the Black Country Living Museum.

Caribee Island was cleared in the 1880s and much of the area now lies beneath the ring road – the reason why that stretch is called Ring Road St Patricks!



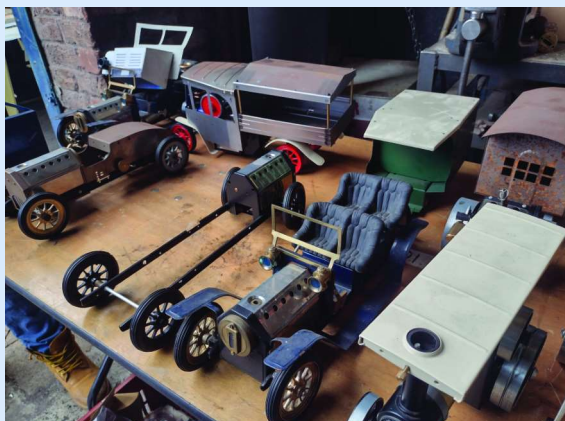


Not canal related but something that may interest a number of us. My son and I recently made use of the opportunity to visit the Mamod Steam Engine factory a one and only opportunity to do so.

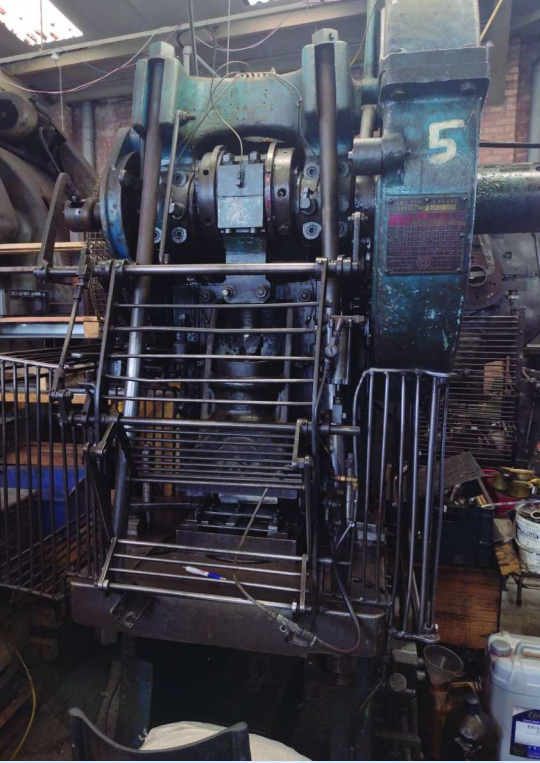
The new owner of Mamod, Adrian Lockrey, has faced significant challenges over the past year. Upon taking over, Adrian discovered the landlord planned to raise the rent from £24k to £38k per year, plus extras, totaling over £40k annually. Additionally, the lease was to become a full repairing lease, making Mamod responsible for all repairs, given the cracking walls and failing asbestos roof this does seem unreasonable.

Another major issue emerged in February with the fuel crisis (regulations effectively stopping the sale of waxed Hexamine fuel tablets that are widely used in other businesses and industries) , which should have been addressed in October. Due to poor communication from the government, they were unaware and had to invest heavily in researching new fuel alternatives while managing the stock of solid fuel

The prototypes on display

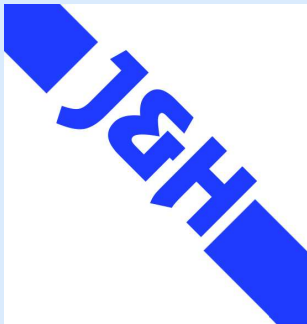






Mamod also considered relocating, but the staff, who mostly walk to work, opposed it, leaving no choice but to close Mamod in its current form.

The visit to the factory next to Galton Bridge was fascinating and an opportunity to see the range of machines that have been used in the production of the models over the last 74 years and a number of the prototypes. Interestingly Mamod hadn't just made steam engines they also manufactured a number of other components for a range of industries including parts for motor way crash barriers.



Presented by: **CLIFF TURNER**

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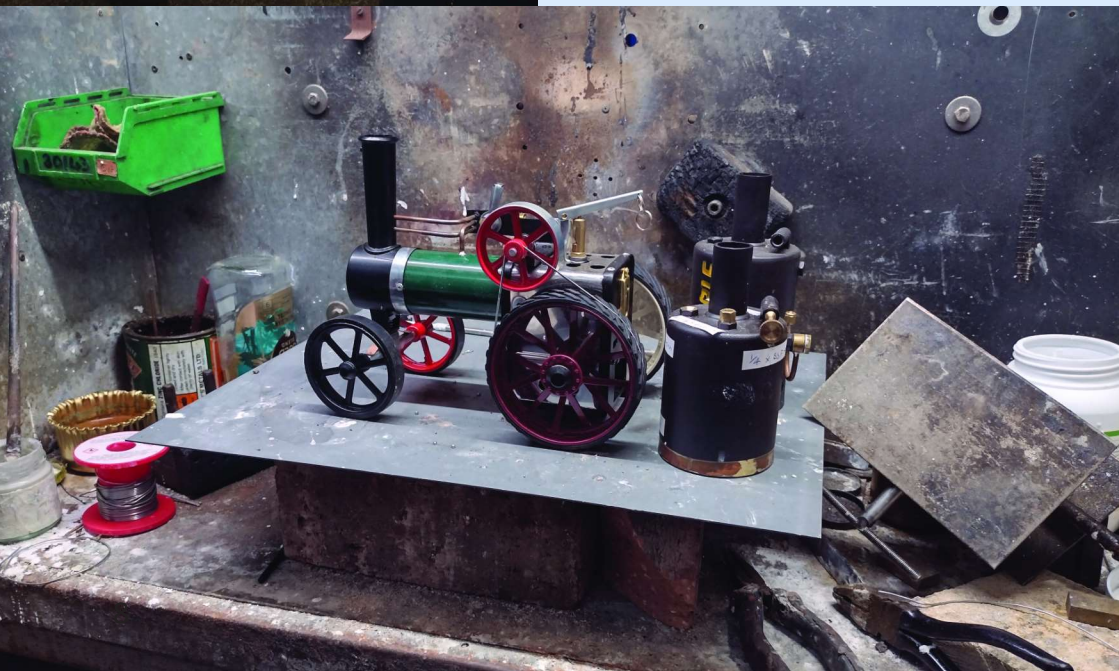


During the tour Adrian explained that he hoped to retain as much of the equipment from the factory as he could although he would have to let much of it go. Although Adrian has stated there are many plans for Mamod in the future and hopes it can make it too 100 Years!

Of course there was no way my son the day after his Birthday was going to come away from such a day with out an engine, and is now proud owner of a two cylinder stationary engine that he will use to drive the workshop and models my father and I built.

Left: Adrian describes the process of manufacturing a boiler

Below: A traction engine in the final stages of manufacture



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Photo: Tony Gregory

The Gods of Boat Rallies smiled on the SWCS again this year and we had beautiful weather for the Rally. 31 boats booked in, 6 trade boats and 4 Historic Boats, and a good selection of “ground” stalls, all offering a fantastic selection of food, drinks, art, clothing, boat themed goodies and of course ice cream and beer!

CaRT and the volunteers had done a tremendous job in ensuring that the site was looking clean and tidy and they were on hand assisting boats through the locks and speaking with members of the public about the historic locks. Without their assistance and dedication at the locks, the rally just wouldn't be the same.

Boats started arriving earlier in the week and there was great interest from members of the public even then and this was reflected in visitor numbers.

Throughout the weekend the historic boats welcomed curious children and adults alike and were an integral part of highlighting the history that the canals were built on.



Photo: Steve Bingham

The Ernest Thomas II run entirely by volunteers of the South Staffordshire Narrowboat Company Ltd were also in attendance. The Ernest Thomas II and her volunteers run day trips for the elderly, disabled and youth groups and had pride of position at the bottom of the locks showcasing their work in the community and inviting all to have a



look around. They also hosted the VIPs onboard after the opening and visit of the rally site.

The rally was officially opened by our President Tony Gregory and as well as welcoming our VIPs he presented the Tony Guy Plate to Steve Bingham – Harbour Master and member of the Rally Committee. Without Steve's and the Rally Committee's tireless work the rally wouldn't be the success it is. Believe it or not discussions have already started on next year's rally and trade boats are already clamouring to book onto our rally.

Members of the Parish and District Council were in attendance and we received very positive feedback from



Photo: Steve Bingham

Councillor Vince Merrick Chairman of the Wombourne Parish Council visits the rally

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them about the rally; how well run it is, how friendly everyone is, the amenities and facilities and how much the locals love it. It is becoming a highlight of the local calendar and I hope that the first week after the August Bank Holiday will be one that people will associate with the Bratch Rally.

The boaters had all arrived by Friday morning with a few unusual boats amongst them Ferrous – Edwin Fasham’s beautiful inspection boat full of windows, and of course Gemima a stunning cruiser built of plywood and amongst the last still cruising the canal. Boats were practically moored down to the Bumblehole lock and some even moored above Bratch Locks. It was a sight to behold!

The Saturday evening at the bar was a fun get together with both boaters and traders, with Mark and Terry providing the music with impromptu contributions from various members of the SWCS. Who knew Glyn Phillips was hiding his light under a bushel as he sang a lovely old boating song. Whilst not an official part of the rally it was a perfect end to a busy Saturday

at the rally and a chance to relax with a job well done to those involved.

Thanks as always go to Severn Trent for graciously allowing us to use the land adjacent to the Pump House and we are ever hopeful that the meetings going on behind the scenes will result in a solution that enables the Pump House to be opened to the public in some capacity.

As we departed late on the Monday, the site had been tidied, all signage removed, rubbish cleared away and apart from a few remaining boats you would never have known what a good time had been had by all. Then after a heavy rainfall had washed away any traces of the rally we joined the queue of boats at Bumble Hole Lock to head home.



Photo: Pauline Farnell



Photo: Steve Bingham

# The Staffordshire & Worcestershire Canal and its Railways Part III

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

## Shutt End Railway

In 1829 the Shutt End Railway (SER) joined some of the multiplying collieries, furnaces and ironworks up on Pensnett Chase, to the S & W canal. The interchange took place in Ashwood Basin. An hour or two spent looking around Ashwood Marina (permission needed) will show that it is no ordinary place. You should really make two

visits: one with an informed companion and one alone with your imagination. But unless you combine the visits with reading the story of the SER you will not get the full flavour of Ashwood Basin. Furthermore you can walk along parts of the embankment which was built 160 years ago to carry the SER to Ashwood: you will compete with some formidable brambles. The embankment goes from just west of Wall Heath to the rugby club where there used to be a bridge: from there it is parallel and close to the long mile on the Enville road. Trees on the embankment are in full view from the



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A449 south of Wall Heath.

Building of both railway and basin started in 1827. There was an incline at the top end and another down to Ashwood with almost 2 miles relatively level in between. It was on this latter stretch of standard gauge line that the Agenoria first steamed in June 1829. There was much celebration because this was the first mobile steam engine to be seen in the Midlands.

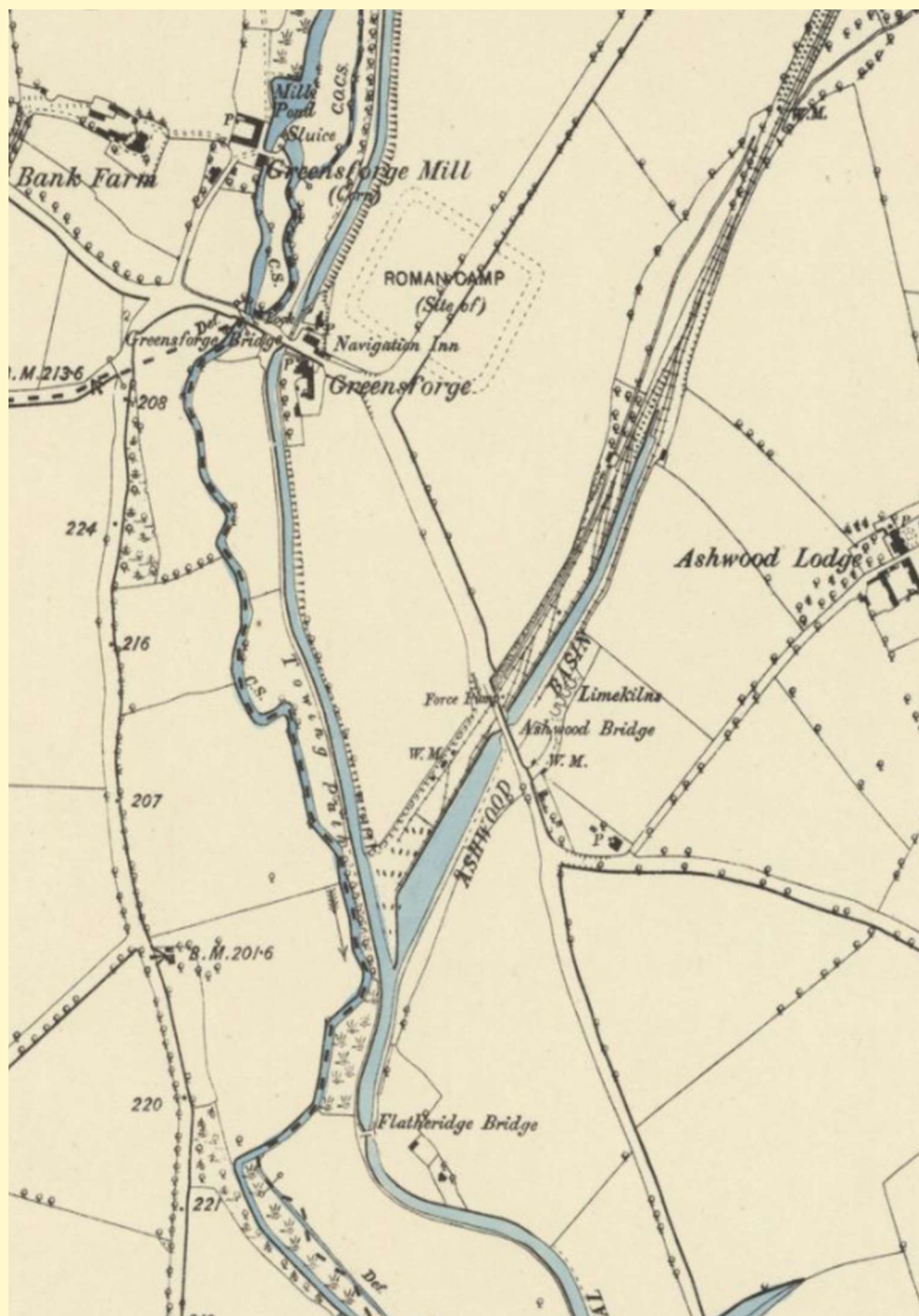
The 'top brass' in the early days of this Venture make an impressive group. Lord Dudley owned huge areas of mineral containing land, and most of the land on which the railway was built. From all accounts the Dudley Estates were run on very autocratic principles and in Gale's words they did 'nothing for nothing', His Lordship certainly had influence. The Stourbridge Extension canal, which would have been in competition with SER, was first proposed in 1826 but not accepted – Plans were dropped because the Earl of Dudley did not support them. He did support them in 1840 but by that time the SER was well established and he had little to lose. James Foster was an industrialist and general engineer of distinction; he already leased from J.H.H. Foley the part of Flatheridge Meadow from the road to the canal; he agreed to 'make and maintain at his own expense a proper and commodious basin in Flatheridge Meadow' John Ursbeth Rasrick was a civil engineer who

specialised in railways and he was responsible for drawing up the plans. He joined with Foster to form Foster Rastrick & Co. which made Agenoria. A few months after the SER opened Rastrick was one of the Rainhill Trial\* judges.

From the 25" O/S maps we know the arrangement of the lines beside the basin in 1883, 1903 and 1923. It would be best to get an eye witness account of the working of Ashwood Basin in the '30s and 40s first and then to look back at these maps. George Wood worked at Ashwood and has provided this account for our benefit.

"As the line came to the top of the basin it went 3 ways. One line turned left and went on as far as Ashwood Bridge. Here there was a huge pile of coal forming a landsale wharf. A certain amount of this went to the waterworks but much of it was removed by merchants who took it by horse and cart for private sale. Next 2 lines went up onto the 'roof' over the top end of the basin, this was known as the jail, and is still there. Three boats could moor abreast in the jail - two would be loaded by three trucks each; they would release their floor and drop coal into the boat; the third was filled from a chute down which trucks would put their coal into a boat by lifting the side. In order to get to the side loading chute the trucks were pushed by an engine up onto a ramp - both ramp and chute are still there.





The boats loading at the jail were Elements boats and power station boats manned by Elements crews. Two lines went right and on as far as the bridge. One of these led to the Earl of Dudley's wharf which loaded house coal for Kidderminster Wharf. George says that his Lordship only had one boat at that time."

Back then to our 3 large scale maps. The layout of the lines is different in each. The 1883 map shows 2 lines going under the bridge on the west side of the basin and they went almost as far as the canal. The 2 later maps show no lines beyond the bridge. The 1883 map shows limekilns where the main buildings are now, the '03 map refers to these 'Old Limekilns' and the 1825 map shows no evidence of them. All 3 maps show the building which is now a ruin near the chute. George tells me that this house was occupied by the engine driver for the shunting engine which was kept

down beside the basin.

Dawley Brook must have been diverted when the basin was built: it was culverted as soon as it had gone under the bridge and stayed there till it went under the canal to join the Smestow. The sandstone cliff above the brook must have been cut away when the basin was dug but no record of this considerable task seems to have been kept.

Freight into the basin was mostly downhill though there was some in reverse. The volume of freight from Ashwood must have been dramatically increased from 1926-49 when Stourport Power Station was supplied with coal from Baggeridge: long before that there had been a direct line of the PR from Baggeridge, which opened in 1912. The cessation of Baggeridge trade to Stourport was the signal for Ashwood to change from historic Basin to Marina.

Ref:

9. W.K.V. Gale                      A History of the Pensnett Railway (1975)
10. Michael Hale Agenoria and her Railway. Blackcountryman (1979)
11. T. J. Raybould The Kingwsinford Estate of Lord Dudley: its Development and Organisation between 1774 & 1833. (1966) M.A. Thesis in Dudley Library.

I am very grateful to George Wood and to the staff of Dudley Public Library.

\*The Rainhill trials was an important competition run from the 6 to 14 October 1829, to test George Stephenson's argument that locomotives would have the best motive power for the then nearly-completed Liverpool and Manchester Railway (L&MR).[1] Ten locomotives were entered, of which five were able to compete, running along a 1 mile (1.6 km) length of level track at Rainhill, in Lancashire (now Merseyside).

# Walsall Chemical Spill

Whilst we've all been shocked and saddened by the spill on the Walsall Canal the consequences to wildlife are devastating. CaRT have launched a fundraiser with all monies going directly to support nature recovery in the area. You can contribute at <https://www.crowdfunder.co.uk/p/walsallspill>

The below has been taken directly from the CaRT website which updates on the situation and the Fundraiser.

## **We have launched a fundraiser to help wildlife devastated by Walsall chemical spill**

We're inviting you to help the recovery of the canal and the wildlife it supports following a toxic chemical spillage last week that saw a major incident declared.

We're acting to contain the spill and begin the long recovery of the canal and wildlife in the area. We're seeking to raise £25,000 to help with this immediate response. All donations will go directly to supporting this work,



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making it a tangible way that people can act to show their support.

### **Extremely distressing**

Henriette Breukelaar, our regional director for the West Midlands said: "The chemical spill on the Walsall Canal has been extremely distressing, and has caused great harm to local wildlife. We know that so many people share our outrage at what happened last week and will want to help the response. Of course, the company responsible should pay, but the timing and outcome of the investigation by the Environment Agency is uncertain,

and we must act now to protect nature as best we can.

"Our canals matter, not only to the local communities but to everyone else as well – because canals enhance the natural environment, they help to mitigate climate change, and they are integral to our future water security and supply. Events like this highlight how vulnerable they can be, and how important it is that they are properly protected."

### **The spillage**

On 12 August there was a toxic chemical spillage in Pleck, Walsall. The

## **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](mailto:sunbeam2@btinternet.com)**

### **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 - Rhian**  
**[dobbsrhian@gmail.com](mailto:dobbsrhian@gmail.com)**



spillage went into the canal in Walsall and initially a 12-mile stretch of canal was closed as a precaution. Sodium cyanide was discovered in the water, and it was treated as a major incident, with a multi-agency response including, the Trust, Environment Agency, Walsall and Sandwell Councils, the UKHSA, the emergency services and Severn Trent. We have been a part of the swift emergency response and worked around the clock with the lead agencies to secure the canal and contain the contamination to avoid it spreading further along the canal.

Following thorough testing by the Environment Agency, the restricted zone has now been reduced to just over half a mile. A section of the Walsall Canal from James Bridge on Bentley Mill Way in Darlaston to Rollingmill Street in Walsall remains closed until further notice. In this area chemicals, including sodium cyanide and zinc cyanide, have been found at elevated levels.

### **The impact on wildlife**

Paul Wilkinson, our senior ecologist, said: "The spillage has been contained to a relatively small area, but the

impact on wildlife remains to be seen. Fish in the affected area have been killed and other wildlife in the area may have been affected. Sadly, we expect the aquatic ecosystem will have been devastated or lost for the section the pollution has passed through, from the smallest invertebrates right up to the otter that has a territory through that section. This is possibly our last recorded location of water voles on our waterways within the Birmingham & Black Country region from our 2022 citizen science surveys. Without natural balance, invasives and algae will quickly take over: the impacts could take years to fully recover.

"The crowdfunding campaign will directly support wildlife recovery efforts in the area in the coming months alongside our continuing clean-up work. All the donations to this crowdfunder will be gratefully received and will make an immediate difference in the immediate clean up, helping us start to repair the damage."

The Environment Agency is carrying out an investigation into the incident.



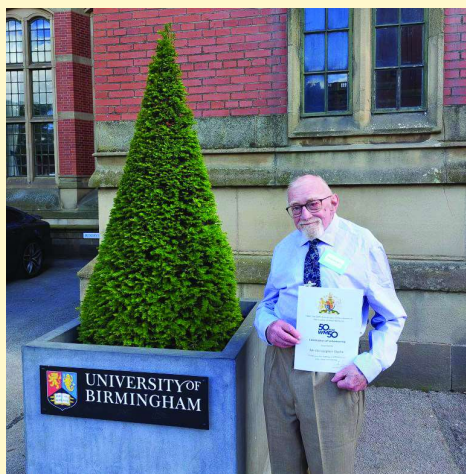
Do you have an article you would like to submit for inclusion in **Broadsheet**?

**The deadline for Issue 695 is Friday 22nd November**

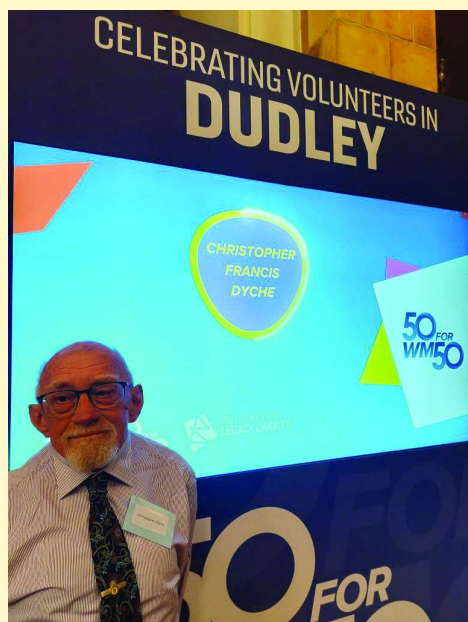
# Chris Dyche Honoured

David Caunt

Earlier this year the Lord Lieutenant of the West Midlands decided to recognise the 50<sup>th</sup> anniversary of the formation of the West Midlands County in 1974 by celebrating the services of volunteers to the community during those years. He chose to do this by a contest within each of the seven Metropolitan Boroughs to find 50 recipients from each Borough. A call was made for the public to nominate worthy residents and, via one of the Stourbridge Navigation Trust Trustees, a nomination was submitted for Chris.

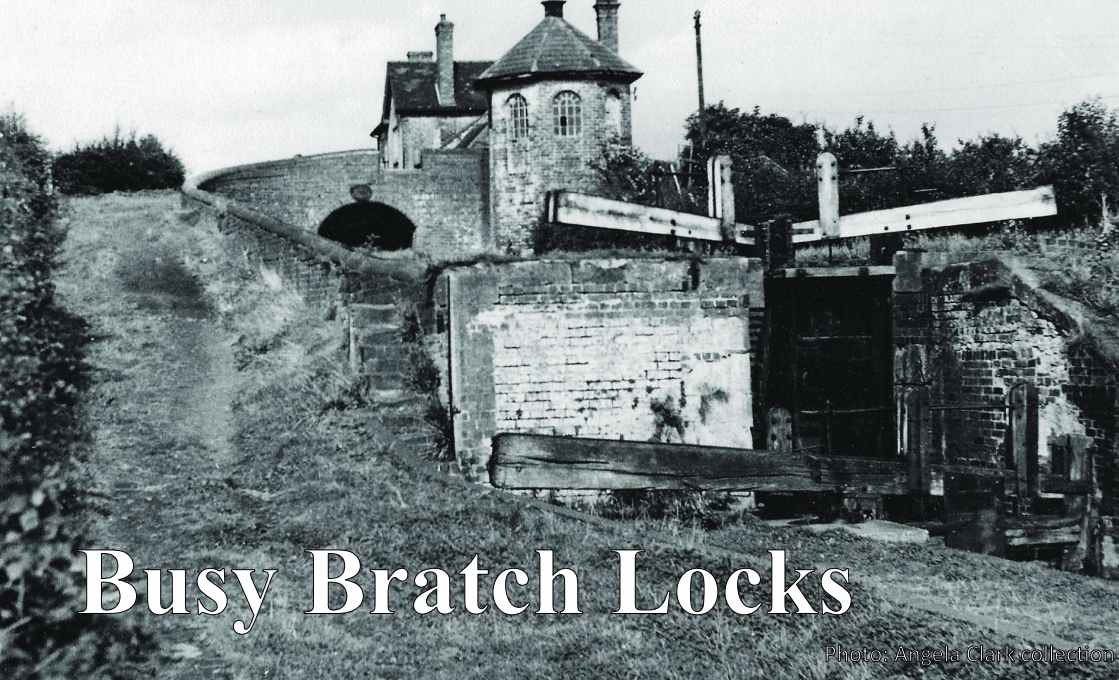


The nomination document was primarily based on his volunteering with SNT as this is primarily within the boundaries of the West Midlands, and all began before 1974 and still continues.



The Lord Lieutenant selected a panel to judge the 50 nominations from each Borough and after this process was completed the winners were informed. Chris was one of the successful Dudley nominations representing his work within Dudley. All successful nominees were invited to attend a presentation event on a recent Sunday afternoon at the Great Hall at the University of Birmingham. He was accompanied by his daughter and reports back that it was a very grand experience for them both.

**Congratulations to Chris.**



# Busy Bratch Locks

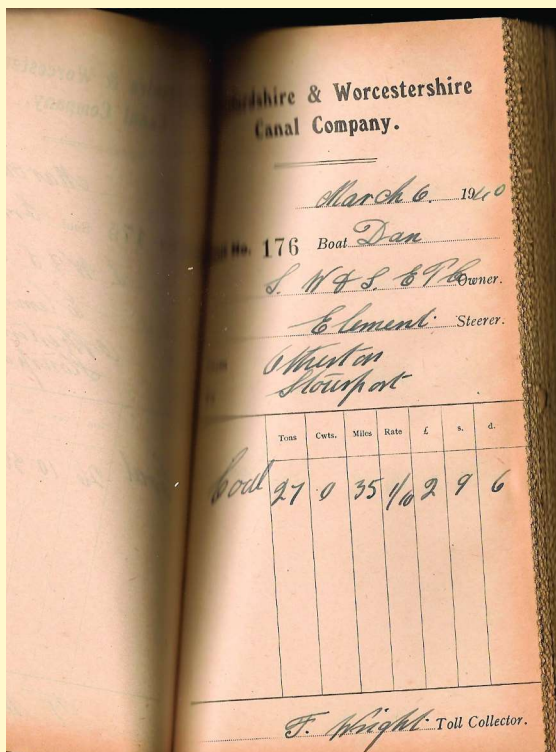
Photo: Angela Clark collection

Tony Gregory

The recent Society rally brought much activity, hustle and bustle to the lock flight and to the canal running through Wombourne. We take the scene for granted, and tend to forget that the area was not always as peaceful and idyllic as it is today. The manicured lawns, the brick paved ramp, and the painted balance beams were not in evidence in the utilitarian days of canal transport.

I have had in my possession for some 40 years, a Toll Collector's ticket book from Bratch Locks on the Staffs. & Worcs. Canal. The book measures 8" x 4½" and consists of permits numbered 1 to 300. As can be seen in the photograph, each page was perforated. I presume that the torn off

part went to the accounts department for invoicing purposes. Otherwise, was it given to the boatman, and put in the ticket drawer?





Of the 300 entries, from 14<sup>th</sup> November 1939 to 16<sup>th</sup> April 1940 I have identified 62 different boats attributed to the “owner” the Shropshire Worcestershire & Staffordshire Electric Power Company (SW&SEPCo), with the “steerer” listed as “Elements”, all engaged on the Otherton to Stourport Power Station coal traffic. I suspect that the majority of the boats actually belonged to SW&SEPCo rather than to T & S Element Ltd. of Oldbury & Birmingham.

No other loading places are mentioned in the period covered in the book.

Interestingly, a typical load was 27 tons. The toll charged for the 35 mile journey @ 1/10d per ton was £2.9.6d. Empty boats returning to Otherton from Stourport were not I understand charged tolls.

In the same period covered by the book, other traffic included sand from

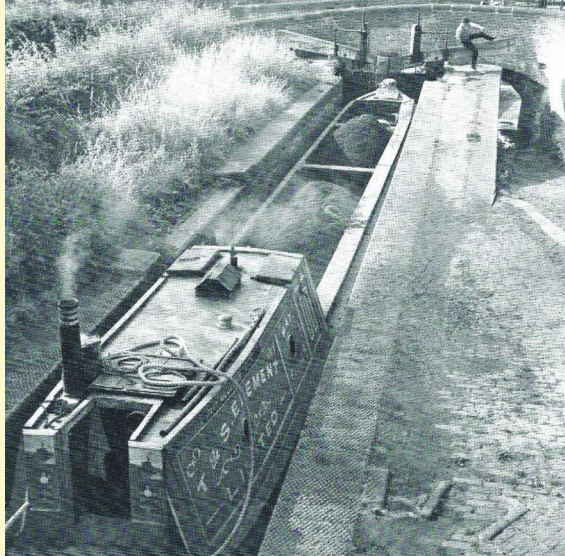


Photo: Eric de Mare'

Wombourne to go to Aldersley, and up Wolverhampton Locks, coal from Greensforge Basin (now known as Ashwood Basin), to Dimmingsdale Waterworks, coal from Otherton (Littleton Colliery) to Pratts Wharf and to Stour Vale Works at Kidderminster.

It never ceases to amaze me how much information can be gleaned from such a small book!

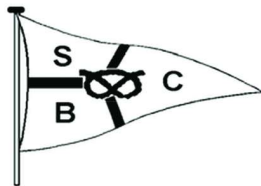
## Stafford Riverway Link

During the work to reopen the route into Stafford, the members of the Stafford Riverway Link (SRL) have discovered a number of artifacts. These will be on display in an exhibition at Wombourne library from 11th September until 9th November. A visit is recommended.





# STAFFORD BOAT CLUB



**DO YOU NEED TO PAINT YOUR BOAT OUT OF  
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**Stafford Boat Club, Maplewood, Wildwood, Stafford. ST17 4SG**

# Staffordshire & Worcestershire Canal Society

## MEMBERSHIP RENEWAL FORM

Please return to  
Mrs Judith Gray  
29 Verity Walk  
Wordsley

Stourbridge  
West Midlands

DY8 4XS

email:- wharfinger@blueyonder.co.uk



### 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  |

Full Name .....

Address .....

.....

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

Email .....

[www.swcanalsociety.co.uk/privacy/](http://www.swcanalsociety.co.uk/privacy/)

**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.**

### GIFT AID DECLARATION

- ☐ 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*<sup>(1)</sup> as Gift Aid donations until I notify you otherwise.

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

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.

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Date .....

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. ☐

## **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*

#### **September 9th**

Quintin Watts : "Let my quick fate a warning be ...."  
Fatal Transport Accidents in the West Midlands, 1820s, - 1920s.

#### **October 14th**

Andy Tidy : Tub Boat Canals of Telford

#### **November 11th**

Rosemary Philips : My Canal Journal , 1965 - 2022

#### **December 9th**

Quiz with bring and share supper TBC

## **Local Events**

#### **Saturday 14<sup>th</sup> 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](mailto: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)

#### **19<sup>th</sup> - 20<sup>th</sup> 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](mailto: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

