

£1.00 (Free to Members) Issue No 20 SUMMER 1999

The Magazine of the Lichfield & Hatherton
Canals Restoration Trust



Rosie and Jim help sell tickets at Walsall Show

Grand Prize Draw
tickets still available
draw takes place
30th August 1999

LICHFIELD & HATHERTON CANALS RESTORATION TRUST LIMITED

Registered Office 10 Bennetts Hill, Birmingham B2 5RS

The Lichfield & Hatherton Canals Restoration Trust Limited was established in 1988 as a non-profit distributing company limited by guarantee (No. 2456172) and is registered as a Charity (No. 702429).

Principal Aims : To promote the restoration of the Wyrley and Essington Canal from Ogley Junction to Huddlesford Junction (the "Lichfield Canal"), and the Hatherton Branch of the Staffordshire & Worcestershire Canal, and also the construction of a navigable link between the Hatherton Branch and the Cannock Extension Canal.

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LICHFIELD & HATHERTON CANALS RETAIL TRADING LIMITED

Company No 3686837

Chairman: Tim Burgin, Secretary: Rob Davies, Finance: Bob Williams

Internet website has now changed to **www.almac.co.uk/bps/lah**

VICE-CHAIRMAN'S NOTES

Phil Sharpe reports on the trading company, the AGM, donations, BNRR, BW and publicity.

TRADING COMPANY

After prolonged debate the decision to form a trading subsidiary was taken in January and the company is now established as the Lichfield And Hatherton Canals Retail Trading Ltd. Its purpose is to avoid any tax liability falling on the Trust from our expanding retail activities which can only be carried out by a charity in pursuance of or incidental to its Articles. The company is a wholly owned subsidiary of the Trust, covenanting its profits to the Trust. Its directors are Tim Burgin, Rob Davies and Bob Williams who are also Trust directors, so that we retain full control. Only retail buying and selling operations need to pass through its accounts although there may be tax advantages in other purchases being made through its books. The Trading Company is essentially a narrow accounting device compared with the wider remit of the Marketing Group in fund raising and marketing the Trust. The observant will notice that its initials LHCRT are the same as those of the Trust which will help in allocation of receipts to the appropriate account.

ANNUAL GENERAL MEETING

Some 23 members and friends attended the Trust's AGM at Hatherton Village Hall on Saturday 19th June. The Chairman's and Treasurer's reports are included on later pages and copies of the formal minutes are available from me on request. Retiring directors John Horton, Bob Williams and Trevor Morris were all re-elected and the election of Tim Burgin to the committee was confirmed. After the formal business many of us went for a stroll along the Hatherton towpath to Oak Lane and Meadow Lock and then returned to the hall for a very pleasant barbecue.

GRANTS & DONATIONS

Grants received this last quarter include £2,000 from Lichfield Conduit Lands Trust and £400 from Lichfield City Council, both towards completing Lock 25 at Tamworth Road. Lichfield IWA have also pledged us £1,000 from their fund-raising activities this summer towards Lock 25, and have again promised to meet all the accommodation costs for the WRG Canal Camp in August. A full list of donations is shown elsewhere, with special thanks to Laurence Hogg, Dr. Hollingworth, Mr. Spring, Mr. Paling and several other individual contributors.

VICE-CHAIRMAN'S NOTES (cont)

BNRR UPDATE

The most notable development with the Birmingham Northern Relief Road has been the public admission by the Waterways Minister Alan Meale that the Government had made a mistake by allowing the BNRR to be built without ordering the construction of bridges for the two canal crossings. At a BW Regional Strategy meeting in April he said that it was not acceptable for developers or the Government to carve through waterways and that they would adopt a more sensible approach in future. Although this does not itself mean they will now consider providing funds to rectify the mistake, it is certainly a step forward and gives us hope that continuing pressure may yet pay off. Our support continues to grow, with letters to Ministers from the Northern Canals Association, the Parliamentary Waterways Group, and even from a Minister in the Canadian Government !

BRITISH WATERWAYS

Following up from their Regional Strategy meeting, we had a very positive meeting with the British Waterways Regional Manager John Lancaster at Fazeley in May. He agreed to help us review the designs and costings of the BNRR crossings, to consider taking on some of the towpath mowing on the Hatherton, and to attend our future meetings with Lichfield District Council as a step towards establishing a wider Partnership support for the restoration.

PRESS & PUBLICITY

The Trust continues to attract good local press coverage and has recently also featured on local radio and television. The admission by Alan Meale that the Government had made a mistake over the BNRR canal crossings hit the headlines in a big way on 30th April. My early morning interview on the Paul Franks show on BBC Radio WM was followed every half hour by news reports, some including parts of interviews with Alan Meale or myself. At the same time BBC Television's Midlands Today dredged up some old working party footage to illustrate their report and the Minister's confession was further publicised on the West Midlands pages of CEEFAX.

continued over

1000 members by the year 2000
Help recruit one today

VICE-CHAIRMAN'S NOTES (cont)

The Lichfield Canal Walk was previewed in the Express & Star in April as "Invitation to canal walk" and reported in the Lichfield Mercury in May as "Canal walk a success". Also in the Mercury, Michael Fabricant MP in his "View From The House" column highlighted the Trust's walk and its restoration plans as an example of the strong community spirit in Lichfield, whilst the same edition (13/5/99) reported on our Press Release calling for the Government to fund the BNRR crossings under "Call for cash to save canal". A picture of Trust members at Huddlesford looking suitably 'angry' accompanied the report "Toll motorway cost cut threat to canal revival" in the Sunday Mercury, our first recorded appearance in this Birmingham area paper.

The April-May edition of Navvies had a report on the snowy WRG visit in March and several pictures. In June, Canal Boat & Inland Waterways reported that "Lichfield & Hatherton Trust pledge to 'keep the pressure up'" over the BNRR; whilst Canal & Riverboat recorded the message being taken to some unlikely places in its continuing saga of "A Cut To Caernarfon", as well as the Trust's presence at the Birmingham Boat Show. In July, Canal & Riverboat published extracts from letters of support from a Canadian Government Minister and the Mayor of Caernarfon, along with the editorial plea "Come on Mr. Prescott - sort someone out!"; whilst Waterways World reported "L&H Battle Goes On" including the support from Canada and questions in Parliament.

Philip Sharpe, Vice-Chairman, LHCRT



Guided walkers look at the lift bridge at Darnford.

GUIDED WALK OF THE LICHFIELD CANAL

No less than 229 people turned up on Sunday 25th April to walk the "line" of the canal. The weather was kind to us and a good time was had by all!

Amongst the walkers was the MP for Lichfield, Michael Fabricant, Tony Brooks Chairman of the Lichfield District Council and Marc Taylor Deputy Mayor of the City amongst other local dignitaries - we thank them all for their continuing support.

In our survey it showed that those attending had a wide variety of interests, including artists, fishermen, walkers, cyclists and those interested generally in our heritage. This proved conclusively that interest in canals is not just specific to boaters!

The walk included a visit to the Cornish beam engine at Sandfields Pumping Station courtesy of South Staffs Water via our member Chris Pattison.

Our thanks to David and Dendra Hoskison for promoting the event, the 20 or so volunteers who helped in various capacities and Gerald and Sylvia Burton for allowing us to pass through their farm.



Michael Fabricant MP and walkers stopping for refreshments.

ANNUAL GENERAL MEETING 19th JUNE 1999

CHAIRMAN'S REPORT

1998 was the 10th Anniversary of the formation of the Trust and 5 of the original founder members had remained active throughout that time. During the year we lost the services of Mike Smith who had put considerable effort into fund-raising and other areas in his 5 years with us. Despite this we finished the year with a strong team of Directors who are determined to see us make major progress in the next 10 years.

The Birmingham Northern Relief Road continued to dominate our public campaigning and caused much debate and work for your Directors throughout 1998. We had meetings with local MPs, with the then Roads Minister Baroness Hayman, and with Midland Expressway Ltd., and we used our membership of the Parliamentary Waterways Group to question the Minister for Waterways and the Minister for Planning. Our supporters continued to write letters and send postcards to various Ministers and we had valued public and behind-the-scenes support from British Waterways, the Association of Inland Navigation Authorities, the Inland Waterways Amenity Advisory Council and the British Marine Industries Federation. The "Cut to Caernarfon" cruise was a novel way of spreading our message and gained us many friends, considerable publicity and significant funds.

Since the end of the year the campaign has intensified with another meeting with Ministers and a public admission that the government had got the decision wrong.

Although still without a Press & Publicity Officer, we were never short of media exposure in 1998, thanks to the efforts of several contributors. The local papers, particularly in Lichfield, continued to give good coverage to all our activities, and Chris Coburn's exploits even made the pages of the Guardian. Whilst the BNRR issue remained dominant, social events, donations, working parties and opening ceremonies were all covered, and Select magazine did us proud with a 2 page colour spread. The 3 waterways magazines gave good publicity for our sales team, for the Progress Appeal, and of course for the BNRR issue, whilst the Waterway Recovery Group newsletter Navvies recorded the work done on their many visits in words and pictures.

The rapid increase in membership during 1998 was particularly encouraging, nearly doubling from 255 to 470. Much of the credit must go to our Marketing team, and to the publicity gained by our BNRR campaign.

ANNUAL GENERAL MEETING 19th JUNE 1999 (cont)

The membership administration continued to be efficiently handled, and extra income was obtained through Covenants signed by our taxpaying members. Since the end of the year membership has continued to increase and totals nearly 600.

Our magazine Cut Both Ways was again published 4 times in 1998 to keep members up-to-date with events and developments. The printing quality of the photographs was improved and coloured covers were introduced.

Regular monthly working parties continued on the Hatherton Canal in 1998, reinstating the brick parapets on Saredon Mill Bridge and keeping over a mile of tow-path mowed and hedges trimmed.

On the Lichfield Canal our own volunteers, supplemented by visits from WRG and Canal Camps, made great progress during 1998. At Fossey Lane the chamber of Lock 18 was completed, a picnic table installed, the lockside landscaped and 350 yards of towpath excavated and surfaced. At Darnford Lane the brick abutments of the new Lift Bridge were completed, the steelwork painted and the approaches landscaped. Both sites were then officially opened by the Chairman of Lichfield District Council and representatives of the funders. Meanwhile, extensive piling and more earthmoving were continuing at Darnford where we again hosted the WRG Training Weekend. Early in the year a new site was established at Tamworth Road Lock 25 which was excavated and stonework and brickwork repairs commenced. We also commissioned a preliminary design from engineering consultants for the A461 Boat Inn crossing. In the current year Tamworth Road has become our main site but work continues on all 3 sites.

Our Marketing operations in 1998 raised over £8,000 for the Trust from sale of goods, membership taken at events, piling appeal contributions, collections, and show and appeal donations. Several new products were introduced including a Trust polo shirt, a BCN brass map, paperweights, and the "Cut to Caernarfon" videos. These were marketed through mail order and on our stands at the NEC Boat show, Braunston, Pelsall, the National and many other local events. We also held a jumble sale and social evening, and thanks are due to the many volunteers who assisted throughout the year.

The Trust has come a long way in 10 years, although we always recognised that it would take at least twice that time to restore our two canals. We are now well established with national recognition and an increasing membership, and are poised to attract major funding in the next 5 years. Our progress is due not only to your director's efforts but also to the many dedicated members who help us in all manner of ways.

J Eric Wood. Chairman

ANNUAL GENERAL MEETING 19th JUNE 1999 (cont)

TREASURER'S REPORT

A summary of last year's accounts was included in CBW19, although the Income and Expenditure heading should of course have been 1998, not 1999. Income continued to rise to a new level of £33,529, aided by membership growth, marketing surpluses and grants and donations. These included over £17,000 from Staffordshire Environmental Fund, £2,586 from the Pelsall Rally, £2,000 from IWA Restoration Committee, £1,650 from IWA Lichfield Branch, and £1,000 from Braunston Boat Show. Expenditure for the year was £16,570, of which 70% went into restoration work, with over £16,000 in the bank carried forward to meet project costs in the current year.

Thanks are due to our former Treasurer Nick Grazebrook for book-keeping and to Ian West for examining and producing the 1998 accounts for us without charge.

Bob Williams, Treasurer



One of the stones cut by our stonemasons

The press date for Cut Both Ways 21 is October 5 1999,
any articles or letters to the Editor gratefully received

WORKING PARTIES : AUGUST - DECEMBER 1999

Regular working parties are held on the first and third Sundays of each month as below. On the Lichfield Canal we are working at Tamworth Road site, with occasional visits to Darnford Lane or Fosseway Lane. On the Hatherton Canal we are currently based at Saredon Mill Bridge. Work can include scrub bashing, fencing, hedging, towpath surfacing, mowing, earth moving, piling, bricklaying, pointing, puddling, timber and steelwork, etc.

<u>LICHFIELD CANAL</u>		<u>HATHERTON CANAL</u>	
<u>Dates:</u>	<u>Times:</u>	<u>Dates:</u>	<u>Times:</u>
<i>Sat. 31st July to 7th August, WRG Canal Camp</i>			
Sunday 1st August	10am - 4pm	Sunday 15th August	10am - 4pm
Sunday 5th Sept.	10am - 4pm	Sunday 19th Sept.	10am - 4pm
Sunday 3rd October	10am - 4pm	Sunday 17th October	10am - 4pm
Sunday 7th Nov.	10am - 3pm	Sunday 21st Nov.	10am - 3pm
Sunday 5th Dec.	10am - 3pm	Sunday 19th Dec.	10am - 3pm

Additional weekend visits from Waterway Recovery Group to Lichfield may be arranged, including 23/24 October (London WRG).

Also a small group of dedicated members are working on rebuilding Tamworth Road Lock 25 many weekends and some evenings and would appreciate extra help. Contact John Horton as below or Peter Matthews on 01543-673127 for dates.

For Lichfield Canal work parties at Tamworth Road (SK 129 083) take the A51 south out of Lichfield, the site is on the right past Cricket Lane. For Darnford Lane (SK 139 086) continue along the A51, cross over the A38 and turn left in front of the "Horse & Jockey" down the narrow lane to the junction with Darnford Lane. The Fosseway Lane site is south west of the city by the railway level crossing between Pipehill and Sandfields (SK 101 079).

Hatherton Canal work parties are at Saredon Mill Bridge near Four Crosses (SJ 947 089) which is on the south side of the A5 west of Cannock.

Bring old clothes, stout footwear, work or gardening gloves, lunch and a drink. Basic working tools will be provided although you are welcome to bring your own.

For confirmation of the working site or for further information contact our two local Working Party Organisers direct on:

Lichfield Canal	John Horton	01543-262466 (home),
Hatherton Canal	Denis Cooper	01543-374370 (work).

Life beyond Lichfield

Being totally focused on the problems and solutions of the Lichfield & Hatherton Canals one can fail to realise that other canals have had similar problems and are finding ways to resolve them.

When the Huddersfield Canal Society began, its cause was considered by all as impossible. Not only had they 74 locks to restore and the longest, highest tunnel there were problems such as a power station and factories built over the line and several major roads blocking the route.

Now they have received a pledge from English Partnerships for £12 million and a further £14.8 Million from the Millennium Commission. The contract for the 5.2km tunnel has been awarded to Amalgamated Construction Co.Ltd. of Barnsley and work will start shortly due to be finished by 2001.

The Rochdale Canal Society has been pushing for restoration for longer but now has £10.8 million from the North West Regional Development Agency most of which is matching funds for a lottery grant already awarded with work again due to finish by the end of 2001.

The Anderton Boat lift , that unique structure, connecting the Trent & Mersey with the River Weaver has been Awarded £3.3 million from the Heritage Lottery Fund towards the estimated £7 million needed.

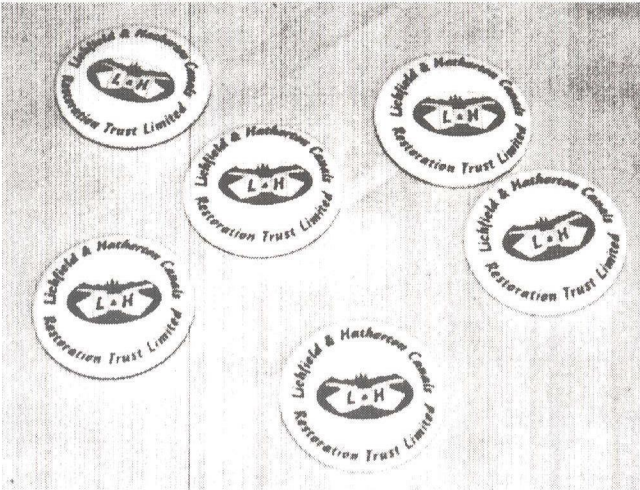
Bugsworth Basin has now been reopened by volunteer and commercial restoration which has been spread over 20 years and latterly funds have been coming from European Union Sources.

All this means that we should not despair or be put off by the need to raise large amounts of money. It can be done. It does of course not come easy and takes up a lot of time and effort by the Trust. Applications are being prepared and presented all the time, some have been successful some have not. It is not always possible to give details whilst the submissions are being made as they frequently are revised and altered whilst in discussion with their case officers.

If any members would like to get involved with this work they should contact Rob Davies (address and phone number on Page 2).

(with acknowledgments to IWPS 174 magazine, IWA Manchester Branch News and Cotswold Canals Trow magazine)

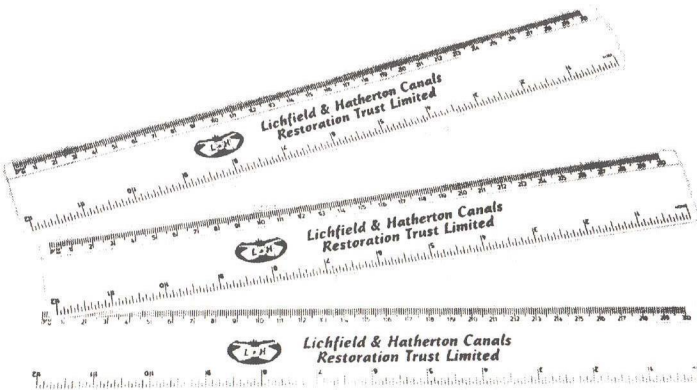
Stephen Pitt



White metal badges 1.5"
in diameter with LHCRT logo
30p plus p&p



Leather Keyrings
blue with gold LHCRT logo
80p plus p&p



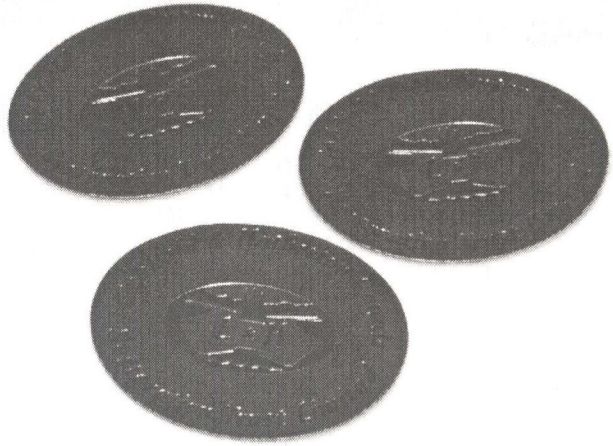
White 12"/30cm
with LHCRT logo
£1.00 plus p&p

Black leather
gold LHCRT logo
£1.00 plus p&p

PRODUCTS FOR SALE



Key Fobs,
with LHCRT logo
plus p&p



Green Leather coaster
with gold LHCRT logo
(set of 6) £5.00 plus p&p

Leather Rulers
with LHCRT logo
plus p&p



Black leather bookmark with
gold LHCRT logo
£1.00 plus p&p

MARKETING REPORT

The Spring and Summer months are probably the busiest time of the year for the Marketing Team, with events visited on almost every weekend!

These include the 'Walking the line of the Lichfield Canal' event; Canalway Cavalcade at Little Venice, London; Braunston Boat Show; Lichfield Bower; Hobby Horse Craft Fayre, Shugborough; B.C.N. Discovery Cruise; Walsall Show; Newark Water Festival, and Middlewich Folk and Boat Festival.

So far this year we have transferred to the Trust a total of £4,000. We have also recently launched a range of "small goods" all carrying LHCRT promotion. These include coasters, 12" rulers, key fobs, badges and bookmarks. (see photos on centre pages) We are continuing to market other products already known to you. All products are shown in the loose insertion in this Cut Both Ways.

Derek S Beardsmore, Marketing Director.

Many thanks to **GEO PROJECTS** for providing copies of BCN maps being used in their new publication "Britain's Waterways". These are now being featured on our promotional boards, as they show the line of the canals under restoration!

FUTURE EVENTS WE ARE ATTENDING:

Lichfield Festival	July 17 th
Kings Bromley Show	July 24 th
National "New Forest" Week, Chasewater	July 25 th
IWA National Festival, Worcester	Aug. 27 th - 30 th
Walsall Gathering of Boats	Oct. 2 nd -3 rd

IWA NATIONAL FESTIVAL - WORCESTER

At the festival we will be situated in the **Main Exhibition Hall, stand A51**. Please come and visit the stand if you are attending and discuss progress with the Restoration work.

If you would like to help on the stand, even for a short period of time, please contact me - Derek Beardsmore on 01889 585 699.

Onwards and Upwards

All recent Lichfield work parties have been at Tamworth Road site concentrated on the tail end of lock 25. The tow path side wall has been completed from the bridge hole as far as the gate recess including a portion of the quadrant wall. On the off-side the steps up to ground level have been completed and the wall as far as the quoin stone, and the section forming the gate recess has been started together with part of the quadrant wall.

In the portion below the bottom gates which will not be in water, concrete blocks have been used to back up the brickwork and stonework, with the cavities being filled up with mass concrete. Highlights of the work have been the laying of a further three large stones which have all been cut by our versatile stonemasons Barry, Peter and Alan. (see photo page 9)

Whilst it would be possible in the fullness of time for our volunteers to continue rebuilding the missing walls along the full length of the lock it is recognised that the sheer quantity of work would be an unreasonable burden on them, and so the Trust has decided to take advantage of a keen offer from contractors and placed an order with them to reconstruct the walls of the main chamber ie. joining on to the stonework which we have already installed for the bottom gate recesses and continuing as far as the top gates. This will leave the paddle shafts and wing walls at the head of the lock to be done by us in the winter.

The JCB803 kindly on loan from Waterway Recovery Group (WRG) was taken to Fossey Lane where Keith Grice used it to widen the towpath below lock 18 to form an access for plant along the full length and also to `grub out` the roots left over from the March `scrub bash` towards the far end of the site.

In June our old friends Navvies Anonymous came to Darnford where they installed 84 piles to complete the section from the bridge to the far boundary of the site together with the waling strip and dedicated inscriptions up to date...so keep them coming in! These can be viewed during the first week of August when the site will be open for the WRG Summer Camp.

John Horton.

For confirmation of the working site or for further information contact our two local Working Party Organisers direct on:		
Lichfield Canal	John Horton	01543-262466 (home),
Hatherton Canal	Denis Cooper	01543-374370 (work).
see Page 10 for further details		

GRAND PRIZE DRAW

If possible can all sold ticket stubs and money be returned to
Michael Brown, 9 St Benedicts Road, Burntwood, Staffs. WS7 0BY
before August 14th.

This will allow us to plan for the final days of promotion at the Worcester Festival.
Many thanks for all those that have already been returned!



***ROSIE AND JIM -
ONE OF THE POPULAR PRIZES IN THE DRAW***

**Many thanks to everyone who has helped us so far this year,
both attending and organising events.**

**1st Prize: £250
2nd Prize: Hire of day boat from Streethay Wharf
3rd Prize: Original painting by Nancy Larcombe
4th Prize: Gallon of whisky
plus many more prizes**

IN THE BEGINNING (PART 2)

In the second part of his historical article, Phil Sharpe continues his look at the Acts of Parliament for the Wyrley and Essington Canal.

The full history of the Wyrley & Essington Canal is given in books by Hadfield (1) and by Broadbridge (2). The first Act of Parliament for the Wyrley and Essington Canal was passed in 1792 (3), and the second Act in 1794 authorised its extension from Birchills to Huddlesford and from Catshill to Hayhead (4), and we looked at this in some detail last time. The main line of the canal was opened through to Huddlesford Junction on 8th May 1797.

In the second part of this article we will look at another significant Act, that of 14th April 1840 which authorised the merger of the Wyrley and Essington Canal with the Birmingham Canal Navigations (5). This is entitled:

"An Act for consolidating the Wyrley and Essington Canal Navigation with the Birmingham Canal Navigations, and for granting further Powers to the Company of Proprietors of the Birmingham Canal Navigations."

The preamble refers to connections between the two companies by the intended Rushall and Bentley canals, which are authorized later in the Act:

"it would be of Advantage to the Public, and highly beneficial to the Proprietors of the said respective Companies, if the said Wyrley and Essington Canal Navigation were consolidated with the said Birmingham Canal Navigations, and if .. Power were given to the said Company to make and maintain a navigable Cut or Canal from and out of a Branch of the said Wyrley and Essington Canal Navigation called the Daw End Branch, to commence at a point between the Long Wood Bridge and Squash Lane Bridge .. and to terminate by a Junction with the intended new Cut of the said Birmingham Canal Navigations .. and another Cut or Canal from and out of that Part of the said Wyrley and Essington Canal Navigation called or intended to be called the Wednesfield Canal .. and to terminate by a Junction with that Part of the said Birmingham Canal Navigations called the Anson Branch .. ".

This Act repealed the two earlier Wyrley & Essington Acts but re-enacts some of the original provisions such as the restrictions on taking water from numerous brooks and streams and protection for houses and gardens and for the Lichfield Conduit Pipes. The repealing was not to:

"annul or in any wise prejudice or affect any Purchase, Sale, Conveyance, Grant, Security, Act, Matter, or Thing whatsoever heretofore made, done, executed, commenced, or instituted under or by virtue or in pursuance of the said repealed Acts ..".

IN THE BEGINNING (PART 2) continued

Nor was it to affect the rights of owners and others to private branches, basins, etc.

The Act transferred the W&E canals to the BCN, together with:

"all Reservoirs, Aqueducts, Feeders, Water Tanks, Basins, Pens, Dams, Embankments, Weirs, Locks, Sluices, Culverts, Drains, Soughs, Tunnels, Arches, Piers, Bridges, Fences, Gates, Ways, Roads, Railroads, Towing Paths, Landing Places, Docks, Quays, Wharfs, Warehouses, Toll Houses, Houses, and other Buildings, Cranes, Weighing Machines, Engines, and other Works and Appurtenances to the same Canals, Cuts, Branches, Extensions, and Communications and other Works thereto respectively belonging, and the Ground and Soil thereof ..".

There are numerous financial provisions in the Act, and among the other matters covered are powers to shorten the existing canal:

"And whereas it would be of great Advantage to the Public .. the said Company of Proprietors of the Birmingham Canal Navigations .. are hereby authorized and empowered, from Time to Time to make such Shortenings in any of the said Cuts or Canals made and constructed by the said .. Wyrley and Essington Canal Navigation as .. shall think fit ..".

It does not appear that these powers were much used as the Wyrley & Essington remains 'wiggly' to this day.

In a tortuously worded section the powers to make private Branch Canals of up to two thousand yards is reviewed, but their connection made subject to the consent of the BCN company. Another section requires persons using water for engines to return it to the level from which it was taken.

Finally, the previous toll rates are repealed and considerably reduced rates substituted. Presumably inflation had not been a problem in the early 19th century, but competition from the spreading railways was beginning to bite:

" For all Coal, Coke, Iron, Ironstone, Lime Limestone, Minerals, and other Goods whatsoever, which shall pass in either Direction through One or more of the Locks on that Part of the said Canals .. which lies between Ogley Hay and Huddlesford .. the Sum of One Penny per Ton, by way of Lock Dues ..".

Compare this with the original Ninepence (for Lime) or One Shilling and Threepence for use of the locks in the 1794 Act ! (see Part 1 of this article).

IN THE BEGINNING (PART 2) continued

The next section sets maximum tolls and also contains an interesting definition of *"the Wednesfield Canal"*:

" the aggregate Amount of the Tolls payable for Coal and Coke for a single Voyage upon that Part of the said Canals which is called .. the Wednesfield Canal (and which includes the whole of the Canals hereby vested in the said Company, except that Part thereof which lies between the Top-lock at Ogley Hay and Huddlesford) shall not exceed the Sum of Seven-pence Halfpenny per Ton .. Iron and Ironstone .. Nine-pence per Ton, .. Bricks. Tiles, Quarries, Sand, Clay, Pebbles, Gravel, and Rockstone, the Sum of Sixpence per Ton .. Lime, Limestone, and Manure .. Sixpence per Ton".
"For Iron for a single voyage on all or any Part of the said Canals .. and passing into the Coventry Canal at Huddlesford .. the Sum of One Shilling and Two-pence per Ton."

However, although passage tolls were greatly reduced, new Wharfage Tolls were imposed:

"Coal, Coke, Ironstone, Lime, Limestone, and any other Minerals which shall be landed, loaded, or placed at or upon any of the said Wharfs .. One Penny per Ton".

If remaining "beyond Forty-eight Hours" they were charged a further "One Farthing per Ton every Fortnight". Other goods were charged wharfage at "Two-pence per Ton", and beyond 48 hours at "One Halfpenny per Ton for every Week". Charges were also made for "weighing" and for "the Use of any Crane".

Although a drastic move at the time, the BCN's toll reductions kept traffic on the canals and enabled them to survive railway competition. It was only the rise of road traffic in this century which eventually led to the closure of the Ogley Hay to Huddlesford section with its 30 locks, now being restored for leisure use as the Lichfield Canal.

References:

- (1) The Canals Of The West Midlands. Charles Hadfield. David & Charles 1966.
- (2) The Birmingham Canal Navigations Volume 1, 1768-1846. S.R.Broadbridge. David & Charles 1974.
- (3) 32 Geo III, c 81.
- (4) 34 Geo III, c 25.
- (5) 3 Vic, c 24.

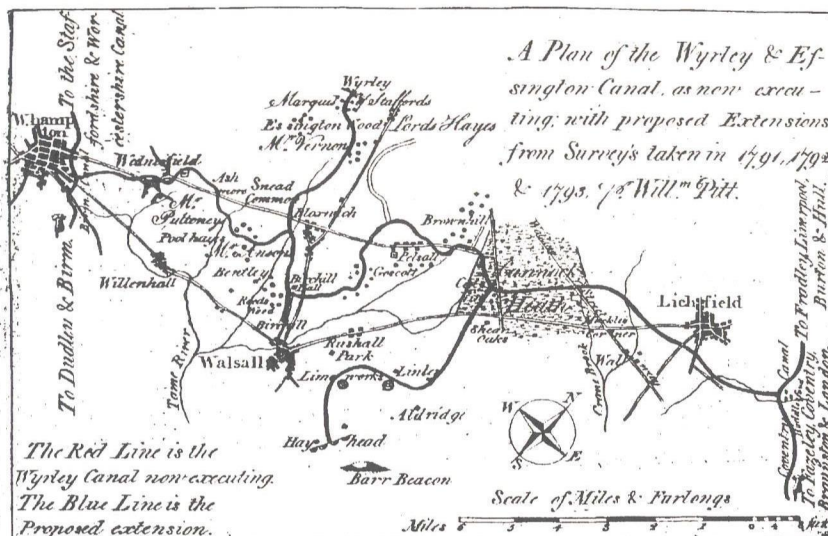
Phil Sharpe

The line which the canal did not take.

These extracts are from the archives of the Institute of Civil Engineers and were published in 1793. It will be seen that the line of the proposed extension was considerably different at being well to the north of the Walsall to Lichfield Road as was the proposed junction with the Daw End branch. Even the section around Lichfield was further north than finally constructed passing around the north side of Borrowcop Hill rather than keeping on the south side of Tamworth Road. Willm Pitt Esq. must have had a re-think before 1797.

Janette Horton

Janette Horton



The Wyrley and Essington Canal,

AS now extending, goes through very extensive Mines of Coal, the Property of the MARQUIS OF STAFFORD, MR. PULTENEY, MR. ANSON, MR. VERNON, and others; most of which Mines are upon waste or unimproved Lands of small Value, and scarcely accessible by Land Carriage; the Canal opens a Communication from such Mines to Wolverhampton, Walsall, the Birmingham Canal, the Staffordshire and Worcestershire Canal, the Severn, and all the Country adjacent to these several Navigations.

THE proposed Extension goes through Goscott, Brownhills, and other considerable Coal Mines, in a Country of bad Roads; and upwards of Three Miles over the extensive Waste of Cannock-Heath: A Collateral Cut upon the Wolverhampton Level may be continued from Catfhill into the immense Beds of Lime Stone at Linley, Rushall-Park, and Hay-Head, without a Lock; forming a Level Summit Canal, from Wolverhampton, through Birchill and Catfhill, to Hay Head, upwards of Twenty Miles. The Extension would unite all these Coal and Lime Works with the City of Lichfield, the Coventry Canal, and the adjacent Parts; and also effect a direct Communication (so much wanted) between the populous Parts of Staffordshire and the Metropolis, by Means of the Braunton Canal.

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Mr P S Chester	Lichfield	Mr J G Rowbotham	Wolverhampton
Mr K Allen	Lichfield	Mr A Firth	Exeter
Mr D Hodge	Lichfield	Mr R Paling	Long Eaton
Mrs K Bird	Lichfield	Mr M Nixon	Dunning, Perth
Mr A Salter	Lichfield	Dr P Cann	Shrewsbury
Ms R Carlton	Lichfield	Mr A H J Lord	Auckland, N.Z.
Mr D Dixon	Lichfield	Mr R Sheare	Basildon
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Mr R H Welch	Taporley	Mr I Batchelor	Braunston
Mrs P H Welch	Taporley	Lt Cdr G Glover	Burntwood
Mr D Brettell	Walsall	Mr W Turner	Burntwood
Mr B Phillips	Chester	Mr M A Turpin	Hoylake
Mr D Harper	Walsall	Mr K Bailey	Bewdley

MEMBERSHIP DETAILS

<u>CLASS</u>	<u>CONDITIONS</u>	<u>FEES</u>
Adult	18 years & over	£10 per year
Family	2 adults 8 children	£15 per year
Junior	Under 18	£5 per year
Student, Retired or Unemployed		£5 per year
Group	Clubs, Societies	£25 per year
Corporate	Large businesses	£200 per year
Life	Rest of life	£200 once

Please make Cheques payable to :-
Lichfield & Hatherton Canals Restoration Trust Ltd,

Payment may also be by **Bankers Order** with a **Deed Of Covenant** which allows the trust to reclaim Tax from the Inland Revenue. Further details from the Membership Secretary Trevor Morris, Lichfield & Hatherton Canals Restoration Trust Ltd, 163 Halton Road, Sutton Coldfield, WEST MIDLANDS B73 6NZ.

DONATIONS TO THE TRUST

Sums exceeding £15 received from January to June 1999.

Name	Trust	Marketing
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Laurence Hogg Productions		40.00
Mr Lamming		30.00
Lichfield 18+ Group		25.00
A Spring (old dumper engine)	117.50	
Dr T Hollingworth	312.00	
Margin from sale of Laurence Hogg Production Videos		77.30
	£1,012.97	£1,475.95
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Aggregated other donations below £15 each		£201.22
	£1,369.97	£1,677.17



A group enjoy the recent guided walk.
Were you one of them ?

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The Trust gratefully acknowledges the above donations.
The scheme will continue to run to provide steady income for the ongoing piling work currently being installed on the Darnford Section at Lichfield

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PLEASE SEE THE SEPARATE ORDER FORM WITH THIS ISSUE.

The views expressed in CUT BOTH WAYS Do not necessarily represent those of the Trust or the Editor. they are however, published as being of interest to our readership



**Braunston Marina
are proud to BACK
the campaign to save the
Lichfield & Hatherton Canals.**

Keep digging the ground from under their feet!

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