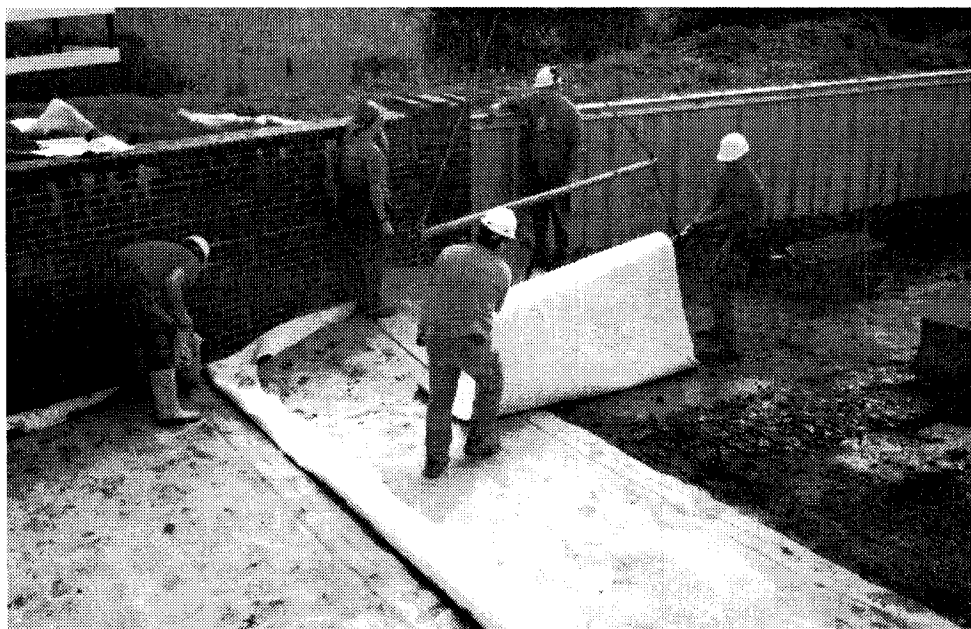


£1.00 (Free to Members)

Issue No 25 AUTUMN 2000

*The Magazine of the Lichfield & Hatherton
Canals Restoration Trust*



Laying the lining at Darnford Lane, See Page 19. (Photo Jan Horton)

GRAND RUMMAGE SALE

at

BROWNHILLS METHODIST CHURCH HALL,

SILVER STREET, BROWNHILLS

SATURDAY 9th DECEMBER

9.30am to NOON

STREETHAY WHARF

LICHFIELD

Heart of the Coventry Canal

TEL: 01543 414808 MOBILE: 0860 729522

FAX: 01543 414808

CALL OUT SERVICE

GEN SETS FITTED

DIESEL AND SOLID FUEL STOVES FITTED

BOTTOM BLACKING

REPAINTING AND SIGNWRITING

FULL & PART FITOUTS

ALL MECHANICAL WORK

FULL CHANDLERY

STRETCHING AND REBOTTOMING

CORGI REG. CERTIFICATE OF COMPLIANCE

ALL STEEL WORK AND TANKS

Support the boat yard on the "Lichfield Ring"

Boat Transport, England, Europe • Cranage Arranged

• Site Surveys • Complete Service For DIY • Repairs

• Boat Hire • Boat Fitting • Diesel • Pump out

• Mooring • Boat Sales • Laundry



V.A.T. No 203321527

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

CHAIRMAN'S NOTES

Amazingly, it will soon be a year since I became Chairman of the Trust. The task has proved a challenging and fulfilling one and promises to take up increasing rafts of my time. As I said in my very first Chairman's Notes, the honour was unexpected and perhaps, had I anticipated the elevation, I would not have bought a house which is only 3 miles from Wales and over 60 from our canals. I am totally convinced that the restoration of our two canals is of major importance to the national canal network and to the economy of the West Midlands conurbation. Retirement from the day job will help no end but adds to the driving involved. Even so, I am determined to increase my work load for the Trust and give my fullest energy to moving us forward to success. I know that this level of commitment is equalled, and in most cases surpassed by my fellow members of Council.

The pace of our activities is ratcheting upwards at truly impressive rate. This was always inevitable once we started active restoration and seriously facing the challenge of the Birmingham Northern Relief Road. We have been compelled to set up sub-committees to face detailed work in finance, engineering and land acquisition. A political contact working group was added to this list in October. There are volunteers working on our sites almost every day and the frequency and intensity of work camps increases steadily. We attend User Group Meetings, maintain regular contact with British Waterways, meet local council officials, hold regular planning meetings with the BNRR construction company and also meet contractors, funding organisations and consultants. This is a voluntary input from about 10 people who all have other commitments. Nobody begrudges what they do and would like to do more but there comes a time when we must seek help.

We have a Trust membership approaching 800. We fully understand that many of our members live too distant from Lichfield to be able to offer practical help. We equally understand that many people take out membership solely as an expression of support and we value that support highly and are dependent on the subscriptions they pay. Now we are appealing to anyone, especially in the Lichfield area, who has a few hours a month to spare to come forward and offer some help.

We have two major Council posts which have been vacant for far too long. We urgently need a General Secretary (mostly to take minutes) and a Fund Raiser to seek out much needed new sources of income and to manage applications to potential donors. We have now identified a new area in which we need help from anyone who has a good working knowledge of the Lichfield district. Our major restoration work at Darnford Lane and Tamworth Road throws a heavy burden on our project engineer with the management and technical planning taking up

CHAIRMAN'S NOTES (continued)

increasing amounts of his time. The management of the volunteers themselves is clearly now a separate responsibility.

If anyone would like to offer some help it will greatly relieve the pressure. We need to find accommodation, keep an eye on the facilities while the volunteers are using them and generally to ensure that the workers are cared for and feel valued. The work could be shared around a small group of people. Please get in touch with us if you are in any way interested. Contact either John Horton ☎ 01543 262466 or myself ☎ 01547 530457 for further details. Please don't be put off if this is not something which appeals to you but feel you can offer something else – let's hear from you anyway.

I am making this appeal because we are beginning to make progress at an impressive rate. I am certain that the year 2000 will be seen as the point at which we moved from small beginnings to being a major restoration scheme.

Brian Kingshott. Chairman

DONATIONS TO THE TRUST

Sums exceeding £15 received from July to October 2000.

Name	Trust	Marketing	Land Fund
N Blears (donation with sub.)	20.00		
H J Y Pringle (donation with sub.)	105.00		
N.E.C. Group, Birmingham	100.00		
I.W.A., Warwickshire Branch	250.00		
R Patient (donation with sub.)	25.00		
G J & D Deegan (donation with sub.)	20.00		
J Buckland (donation with sub.)	45.00		
Dr T Hollingworth	374.80		
Anonymous donor	50.00		
Walsall Boaters Gathering traders		130.00	
Gill Hogg (NIA Show)		25.00	
L.Hogg Productions (NIA Show sales)		151.79	
David Stanistreet			90.00

THE THINGS WE DO FOR PUBLICITY-AND TWO STOWAWAYS!

By the time this magazine is issued, summer will seem but a distant memory, but what pleasant memories of a magnificent showing of working boats outside the new Inland Waterways Exhibition 2000 at the National Indoor Area in the heart of Birmingham's revitalised waterways.

Taking advantage of the scene before the event, the Birmingham Symphony Hall arranged for the largest of the 6,000 pipes comprising the new organ to be delivered by canal boat, reliving the historic occasion when pipes for the first organ in the Town Hall a long time ago arrived by water.

The N.E.C. Group (who operate the National Exhibition Centre & Arena, the International Convention Centre, Symphony Hall and National Indoor Arena) commissioned members of the **Lichfield & Hatherton Canals Restoration Trust** to crew nb. "Barnet" - a British Waterways heritage boat operated by Laurence Hogg for promotional work - to symbolically transport the 32-foot wooden pipe on the last leg of its long journey from Germany along the canal to the Symphony Hall. Two L & H members in the crowd later met up with us, so I will let them tell you what happened.

Bob Williams

"It started as our usual 'Tuesday out', a quiet uneventful day we thought. Marie Smith and I went to look at the building developments at Mailbox Turn. But then things changed. Having finished our sandwiches and contemplated the antics of a very tall crane and a heavy dumper truck on Granville Wharf, we realised that the whole atmosphere had changed. Boats were already turning up in large numbers, some for the Exhibition, and there was a feeling of occasion.

We made our way to Gas Street Basin and became aware of large crowds lining the canal outside the I.C.C. and filling the footbridge. "What's happening," we wondered, "is royalty visiting?" Then something (dare I say it) even more interesting occurred. To the accompaniment of loud cheers from thousands of people lining the canal and bridges, the nb. "Barnet" arrived delivering a very large organ pipe to the Symphony Hall. It was so good to see a working boat doing this job.

Our special treat came later. On our way back from a walk along the Main Line, we recognised "Barnet" moored by the N.I.A. preparing to return to her Cambrian Wharf moorings. After a chat with Bob Williams, Laurence Hogg then invited us to take a short trip in "Barnet" as she went to turn around in Icknield Port Loop. We two "stowaways" sat proudly on the blocks of wood which had supported the organ pipe, very delighted to be a small part of a most interesting and memorable occasion."

Edna Hetherington

"THE PIPE JOB 2000"

A short documentary video showing the Birmingham Symphony Hall 32-foot organ pipe on the dramatic last leg of its journey from Germany into Birmingham on board British Waterways' heritage working boat "BAR-NET" is available by mail-order from Laurence Hogg Productions, Tel 01902 602180. *Time 11 mins. Price £5 inc. p&p.*



Tina Angus fixing the name plate onto sponsored piling at Darnford Lane in remembrance of her husband Kevin Angus of wrg BITM. Kevin sadly died earlier this year but his motto 'Hold fast to the dream' is installed on the plaque next to the lift bridge as an inspiration to us all. His mother Retha watched as Tina and his children Mathew and Catherine installed the plaque on the piles.

(Photo Jan Horton)

NOTICE

We regret to announce the early death of our generous member Mr. Roger Nichols of Lichfield on 22nd April 2000. Our sympathy goes to his Mother who pays tribute to him by way of a commemorative plate on the piling at Darnford.

VICE-CHAIRMAN'S NOTES

BIRMINGHAM NORTHERN RELIEF ROAD

We had better get the bad news out of the way first - it looks like the BNRR is going ahead. Midland Expressway Limited announced on 29th September that the funding is in place and a 40 month Design & Build contract has been let. According to press reports, the fixed price contract has gone to the CAMBBA consortium (Carrillion, Alfred McAlpine, Balfour Beatty, Amec) for £485 million whilst the financing requirement of £600 million is to come from Abbey National and Bank of America. There will be an immediate start to design work and implementation of compulsory purchase orders by the Highways Agency for the land to be taken, with construction planned to start in the Spring next year and completion of the 27 mile route due by January 2004.

So those of us who had hoped that the project would collapse under the weight of its own contradictions look set to be disappointed. Miles of countryside will be torn up, the Green Belt exposed to more development pressures, noise and pollution increased, and habitat and wildlife destroyed, whilst it is admitted that there will be little long term relief of the congestion on the M6 through Birmingham, it will encourage yet more traffic on local connecting roads, and of course both our canals will be blocked. The scheme may yet be a financial failure, with cost over-runs and a reluctance of motorists to pay tolls when local roads can be used instead and long distance traffic can use the new dual carriageway A50 between the M1 and M6, but that will be little comfort once the construction damage is done.

The decision by the incoming government to ignore the Public Inquiry Inspector's recommendations to include bridges for the canal crossings has been shown to be a serious mistake by the widespread support for our objections, and now by the government's promises that new roads will take proper account of waterway restoration and include navigable crossings at the design stage (in 'Waterways For Tomorrow' - see CBW24). The previous Waterways Minister Alan Meale even had the decency to admit it was a mistake, but they are still refusing to put it right. Unfortunately, they do not regard the BNRR as 'new', even though it is yet to be built, and the secret Concession Agreement (itself now contrary to government policy and EU directives) apparently limits their ability to protect the public interest by requiring extra works. There is a simple solution, the government should provide the funding to build the aqueduct for the Lichfield Canal at Brownhills and the tunnels for the Hatherton Canal at Churchbridge, and instruct MEL to add them to the contract. However, they still need the political will to do this or to be sufficiently embarrassed over their error by public pressure.

continued over

VICE-CHAIRMAN'S NOTES (continued)

So please get out your pens again, and go and see your constituency MP, and help us with one last push to change the government's mind. You know the facts - if you want more detail give me a ring - so don't let them get away with this injustice. We need a change of heart urgently, before the design is finished and construction starts, or they will fall back on the argument of delays and compensation claims. The only acceptable alternative to providing the crossings during the road construction period would be a legally binding guarantee of funding when the restoration has advanced to that point, even if the costs are increased by later construction. So get writing ! And please copy your letter and any reply to me so we know what is being said.

Whilst the political campaign is crucial, we are continuing to meet MEL regularly to press for whatever concessions we can get from them. When we met in July they confirmed that the full design work on the aqueduct was included in the Design & Build contract tender requirements, although still only the foundations are to be constructed. Another meeting is arranged for late October.

POLITICAL GROUP

The urgent issue of the BNRR, and the longer term need for major funding to progress the restorations are being addressed by a new 'Political Group' which aims to raise our profile with those who hold the power and the purse strings. Its formation in October is being quickly followed by a meeting with Lichfield MP Michael Fabricant and West Midlands MEP Philip Bradbourn, a meeting and site visits by Waterways Trust chief executive Roger Hanbury and, we hope, an early meeting with Advantage West Midlands.

This new group is drawn from existing Trust directors and is in addition to the Finance Group, Land Group and Engineering Group, all now meeting quarterly or more often as required. However, the directors are becoming over-stretched and we would welcome more input from the wider membership. In particular, we need more assistance with engineering project planning and design, and with fund-raising. We are also still looking for a Minutes Secretary. If anyone can help in these or other areas please do contact us, you will be very welcome.

FUNDING & DONATIONS

Our fund-raising has had some success. We have had notification that our bid for Local Heritage Initiative funds for Tamworth Road has been approved and access permission is now awaited. The application was for £7,313 and the work to excavate, record and rebuild the towpath wash wall above Lock 25 will be phased to fit in with work on Lock 26 and visits from WRG.

VICE CHAIRMAN'S NOTES (continued)

We were pleased to hear that our initial application for £100,000 funding from the Inland Waterways Association's Neil Pitts Award for Darnford Lane site was one of 8 projects short-listed out of 22 applications received for this and another award. We have now submitted the full detailed bid required and expect to know the outcome in November.

Donations in the past quarter are listed on another page and include a welcome £250 from IWA Warwickshire Branch, a further £374 from our regular supporter DR Hollingworth, and £105 from Mr. H J Y Pringle. Many thanks to them and all the other donors. Special mention should also be made of a generous donation 'in kind' by Tudor Signs of Walsall who have not only given us 1,000 attractive Car Stickers to be sold to raise funds and gain publicity, but have also made us 2 splendid new roadside notice boards for our Fossey Lane and Darnford Lane sites. The previous signs there were painted wooden ones made some years ago for us by Peter Chandler and have done good service but were beginning to weather. The new ones are a plastic material which should better withstand the elements.

Sponsored Piling inscriptions are as usual fully listed elsewhere, but we should acknowledge that the entry for the customers and staff of Fox's Marina represents a generous total donation of £315. We are, of course, pleased to receive donations of any kind at any time, whether for our ongoing Sponsored Piling or Land Fund appeals or undesignated for general restoration work. But we would be particularly pleased to raise the balance of £1092.50 to complete our Lock 25 Paddle Gear Appeal and enable us to go ahead and install the gear and put to good use the money already generously donated (See CBW22 page 8 for details of individual items).

LICHFIELD DEVELOPMENTS

Darnford Lane is our main work site and the channel lining work undertaken there by 'WRG Works' in September represents a major investment by the Trust. You will read a fuller account of the work itself elsewhere, but I would like here to highlight its significance. To the public, and many others, we are not really restoring a canal until we put some water back in it. Despite our work in rebuilding locks, bridges, culvert, towpath, piling, etc. to many potential supporters a canal is not a canal without water. It was right, therefore, that we should commit to the planning and preparation work and invest a major part of our financial reserves in this project. The publicity value from its successful completion can boost our standing and the prospects of obtaining more funding, indeed the Pitts application depends directly upon it.

VICE CHAIRMAN'S NOTES (continued)

However, we knew that what we proposed carried some risk, in that this type of bentonite liner had not previously been installed by semi-skilled voluntary labour, and the nature of the soil at Darnford means that there is little margin for error if it is to be fully watertight. That is why we designated it as a 'trial' section, and limited it to a 50 metre length this time. It is important that we fully evaluate the success of the materials and installation method before committing to extend it as our future method of channel re-lining, since the greater part of the Lichfield Canal, being dried out and on porous soils, is likely to need similar treatment. Due to the intervention of some particularly bad weather, the job is not yet quite completed, and we will not know how it performs until we can start to re-water it. Environment Agency permitting, this will be done in stages from November onwards, checking for leaks at each stage.

If all this sounds rather cautious before proclaiming it as a great success, then that is only right. There were some late design changes, partly to save on cost, that need evaluation and we do not know yet whether the standard of installation achieved on site was good enough, notwithstanding all the commendable hard work that went into it. Time will tell, but the point of trials is to evaluate them, learn the lessons and where necessary to improve the planning and execution for the future. This we must do because a lot depends on getting it right. If we are fortunate enough to obtain the Pitts award, or Landfill Tax, or another source to fund the completion of the Darnford section then we must be ready with a proven and reliable design that makes best use of the funds and the voluntary labour so generously made available to us.

Meanwhile, lower profile but equally valuable work continues steadily at Lock 26 and the bottom end towpath side wing wall is beginning to rise again from its ruins, thanks to our dedicated voluntary workers.

HATHERTON DEVELOPMENTS

British Waterways are at last showing some interest in the Hatherton Branch Canal and have applied for funding through The Hedgerow Trust for the Hatherton Canal Hedgerow Restoration Project. If successful, this would employ contractors to variously prune, lay, fence and plant gaps to put in good order the whole of the BW owned length of towpath side hedge from behind The Roman Way Hotel to the M6. It would build on work carried out by our Trust volunteers, Operation South Cannock, Community Services and Staffordshire County Council Training Scheme between 1992 and 1995. Since then we have maintained various sections but other sections need more professional treatment.

VICE CHAIRMAN'S NOTES (continued)

The project will be a partnership between BW, our Trust, the Hedgerow Trust and Staffordshire Wildlife Trust with funding coming from the Heritage Lottery Fund, as a pilot project which may be later extended to BW hedgerows across the country. Our input is to be 'in kind', 30 man-days of voluntary labour to clear undergrowth to make the whole length accessible for the contractors and some subsequent maintenance work on newly planted sections. Anyone who might be available, either at weekends or weekdays, over this winter to supplement our loyal but small band of regular towpath workers would be most welcome. Please contact Denis Cooper to offer your help.

PRESS & PUBLICITY

The IWA's journal 'Waterways' in August carried a picture of Trust director Bob Williams meeting the new London Mayor, Ken Livingstone at Canalway Cavalcade, and also a picture and article on the naming of 'Millennium Lock'. A Restoration Review in Canal Boat and Inland Waterways Magazine for September included a picture of Lock 25 in an update on current work and a "Go Digging" invitation to the October work party at Tamworth Road. A news item also reported Chris Coburn's trip to Brussels in support of the Trust. Waterways World for September had a major article by Bob Williams on the European funding expedition titled "Look over there!", as well as a news item "Darned lucky at Darnford" with a picture of the Land & Water excavator profiling the bank.

The help of WRG BITM at Darnford was recorded by The Lichfield Post on 27th July as "Boost for waterway", which also acknowledged the loan of the piling hammer and previous loan of an excavator. But this was merely the *hors d'oeuvre* to a main feature article in the Express & Star on August 2nd. "Rescuers cutting a way to the future" by their features writer Peter Rhodes combined news from a BW announcement about their involvement in several major restoration schemes with the improving prospects for the Lichfield Canal. It was illustrated by pictures of restoration work at Fosseway and of John and Jan Horton on the Lift Bridge at Darnford, and included quotes from them both. The Lichfield Mercury finally caught up with the July WRG visit by reporting "Cutting in" on September 14th - better late than never!

One of our members reports that Radio WM gave us several plugs on 14th August when a listener telephoned Ed Doolan to nominate Jan Horton for an 'award' for helping him with information on boats for the disabled at the Birmingham Inland Waterways Exhibition.

continued over

VICE CHAIRMAN'S NOTES (continued)

Our Press Release on David Suchet accepting the position of Honorary Vice-President of the Trust was front page news in the Express & Star on 8th August, headlined "TV star backs canal work" or "TV star aids work on canal" in different editions. The Lichfield Mercury followed with "Poirot star set for new role on the waterways" and The Post reported "TV star's canal honour", both on 10th August. In October, Canal Boat and Inland Waterways Magazine reported "Suchet signs up for Lichfield & Hatherton" whilst the punning headline in the Waterways World report was "Acting vice president".

"£7,000 windfall to help restore canals" was the encouraging story in the Express & Star on 30th August, accompanied by a bizarre picture of John Horton pulling a rowing boat with two passengers over dry land ! The occupants represented the Countryside Agency and Nationwide Building Society who administer and part fund the Local Heritage Initiative which awarded the money for towpath work at Tamworth Road. A similar picture and story appeared in The Mercury for 28th September captioned "Canal team wins boost in Lottery handouts", also with a colour picture of WRG volunteers installing the lining at Darnford. This job was one of 3 major projects under the title of "WRG Works" as the Waterway Recovery Group's 30th birthday events, and Navvies for August-September publicised the extra Canal Camp and weekend planned to carry it out.

Finally, the observant may have spotted a public notice in the Lichfield Post on August 31st and September 7th advertising the Trust's application for a Water Abstraction Licence, though I doubt if any of you saw the same in The London Gazette !

Philip Sharpe

Don't forget, if you see an article in your local paper or elsewhere, please send a copy to Phil Sharpe 34 Old Eaton Road, Rugeley, Staffs. WS15 2EZ.



Traditional and Modern Sign Service
Signs made and erected anywhere. Painting and Signwriting for vehicles, shop fascias, windows, factories and offices. Murals, illustrations, logos, pub signs and 'A' boards. Glass gilding and gold leaf work, marbling and graining. Portraits in oils. Clocks and weathervanes gilded. Traditional narrow boat painting and signwriting. Perspex and acrylic signs and vinyl adhesive lettering supplied and fitted, also individual moulded lettering.

Guaranteed workmanship and free quotations

MARKETING REPORT

Margaret and I are still "recovering" from our boating trip to Waltham Abbey on the River Lee which was a four week round trip with the LHCRT promotional stand. We did find it difficult to get new interest in this part of the world, recruiting only one new member, showing that we still have a large task to raise our profile outside of the Midlands. The good news is that we grossed approx. £1200 over the four days. I would especially like to thank current LHCRT members who came to say 'hello' on the stand, and of course everyone who helped us man the stand.

Since Waltham Abbey the promotional stand has been present at the Greyhound Boat Gathering at Horninglow Basin, Burton on Trent; The Walsall Working Boat Gathering at the newly restored Walsall Basin, and the Hobby Horse Craft Fair at Shugborough Hall!

After the outstanding success of the Barn Dance earlier this year, we are hoping to organise a 60's Night early in 2001, so look out for details in the next "Cut Both Ways".

As a Marketing Team we now have a quiet couple of months when we take stock and look for additional ways of promoting ourselves and gaining both new members and helpers!

Derek S Beardsmore, Marketing Director.

GRAND RUMMAGE SALE

at

**BROWNHILLS METHODIST CHURCH HALL,
SILVER STREET BROWNHILLS**

(Between TESCO and KWIKSAVE, Parking at Market Car Park)

SATURDAY 9th DECEMBER

9.30am to NOON

**IF YOU CAN GIVE SOME OF YOUR TIME TO HELP
ON THE DAY OR TO SET UP THE NIGHT BEFORE
PLEASE CONTACT**

TRISH HUMPHRIES 01785 715323

ALL PROCEEDS TO LHCRT

P.S. We usually end up at the pub afterwards!

MARKETING REPORT (CONTINUED)

A STORY FROM WALTHAM ABBEY

One of our members came on to the stand wishing to buy one of the B.C.N brass maps which is made up of nine separate tiles. Now, this member wished to remain anonymous but would admit to being a crew member of the steam powered narrowboat "President" which was appearing at the show.

The interesting part of the story is that this particular member is part of a very large family, having nine brothers and sisters, some of whom are living in different countries around the world. His idea was to send each of them one of the tiles, then at some future family reunion the tiles could be brought back together to complete the map!

P.S. we only have one map left and there will be no more cast - so put in your order now if you have been promising yourself one!

Derek S Beardsmore, Marketing Director.

ADVERTISING

**YOU COULD USE THIS SPACE TO PROMOTE YOUR
COMPANY OR BUSINESS!**

**IT DOES NOT NEED TO BE CANAL ORIENTATED - IT
COULD BE A PUBLIC HOUSE, RESTAURANT,
BUILDER, PLUMBER etc.**

FOR FOUR ISSUES IT WILL COST:

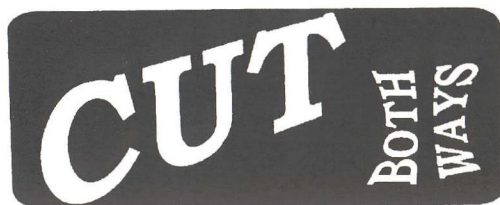
QUARTER PAGE £25

HALF PAGE £45

FULL PAGE £75

**PROMOTE YOUR COMPANY AND HELP THE TRUST
AS WELL!**

CONTACT DEREK ON 01889 803 923



Back Copies
now available
at **£1.00 each**

Issues 1 to 10 have been reduced to A5 size from the original A4 size to match the present size.

Copies of issues 1 to 25 available from the Editor,
Steve Pitt, 9 Silkmore Lane, Stafford. ST17 4JN
Cheques made payable to LHCRT.

It is hoped that a binder may be available in the near future.

Create the right impression

VEHICLE LIVERY
ILLUMINATED SIGNS
SIGNS OF ALL KINDS.



www.tudorsigns.co.uk

Tudor Signs

BLUE LION HOUSE 16 BUTTS RD WALSALL WS4 2AR





More bentonite lining being laid at Darnford Lane (photo Jan Horton)

LETTERS TO THE EDITOR

from W P Hickinbotham, Tamworth. August 2000

Re MV Byng Kenrick. (as mentioned in CBW24)

It was fabricated and fitted out by Lane & Co. boat builders of Rugby for KENRICK MARINE, West Bromwich. Launched at Willow Wren Cruisers, Rugby Wharf on 24th August 1979, arrived at Huddlesford mooring in the late afternoon on 25th August 1979.

An official naming ceremony was performed by 3 year old Byng Kenrick, Great Grandson of Alfred Byng Kenrick (1872-1962) whom the boat was named after.

During the time the Byng Kenrick was operating charter trips in the Lichfield area, it was steered by Mike Hillman and then by Eric Atkins who was still with the boat when it was moved to Grand Union Cruisers to operate charters on the Grand Union canal and the Regents Canal around London.

W P Hickinbotham ex Director Kenrick Marine.

Overview of the Lichfield Canal Part 8 Lining materials

Traces of the puddle clay used in the original construction have been found on all our sites not only in the main water channel but also around the locks behind the brickwork. John Noake of Brownhills Coal and Clay Company positively identified the remains on the Darnford site as coming from his pit by virtue of the colour and texture. Current BW standards for puddle clay installation recommend thickness of between 600mm and 1200mm. This corresponds to 20 or more tons of clay per metre length of canal or in those days half a dozen or so cartloads per yard of canal.

The basic subsoil all the way from Ogleby to Huddlesford is sand over sandstone so much so that the area around locks 6-8 is known as 'Sandpits', that around 19-20 as 'Sandfields' and near Lock 24 as 'Quarry Hills'. Whether the original lining was put in at that thickness is unknown but certainly by the mid 20th century the canal had little water in the lower pounds. If left to dry out, clay develops cracks which will not seal when re-watered without re-puddling.

A modern alternative is the Butyl rubber/plastic types of membrane. These are very thin (2mm or so) and require specialist jointing. The joint is made by overlapping the sheets then 'welding' them together using a machine which applies both heat and pressure to both edges of the seam. This system has been used by both BW and volunteer groups but found to require much care with the special machine which is very slow in operation.

A further alternative is to use sodium bentonite. This is a natural form of clay mined commercially only in Wyoming in the USA. It has very low permeability ratings combined with flexibility and self healing properties. It is crushed and processed to a plastic consistency, about half an inch thick and sandwiched between two synthetic materials and supplied in a rolls 2.2 metres wide and 40 metres long. The roll is laid from side to side of the canal and joined by overlapping the edges 6-8 inches, the joint then being sealed with bentonite granules. This material has been used by BW and contractors but not until now by volunteers. Both butyl and bentonite membranes require covering and protection. Covering in order to hold the membrane in place preventing any chance of 'lifting' due for instance to methane gas or to a rising water-table in the subsoil whilst the canal is de-watered. Protection against perforation by boat hooks etc. and most importantly on the sloping (off-side) against the chines of boats. These requirements can be met by covering the membrane with an appropriate thickness of sandy soil, gravel ballast or concrete utilising suitable support on sloping surfaces. Finally it should be remembered that metal piling is not waterproof because of the joints. In existing canals it usually relies on the original puddle remaining under the towpath but where this is not available a butyl or bentonite membrane can be installed behind the piling as an alternative.

John Horton

DONATION OF NEW L & H PROJECT BOARDS FOR SITES

New member Trevor Youngman, of Tudor Signs, very kindly donated new Lichfield and Hatherton Canal Restoration Trust sign project boards for Darnford and Fosseyway sites. The professionally designed new boards, which display the distinctive Trust Logo, are already helping to promote public awareness of these canal restoration projects. Trevor has also donated attractive car stickers to help promote the Trust and raise funds at the same time. If all members of the Trust displayed a car sticker, how 'the word' would spread! They are for sale at £1.00 each through the Trust. Trevor's initiative and generosity is much appreciated.

Janette Horton.



Trevor Youngman presenting Darnford Project Sign to Derek Beardsmore.
(Photo by Jan Horton)

BP AMOCO 2000 MATCHING GIFT PROGRAM

Do any of our Members work for BP Amoco? A minimum gift of £16 made by an employee will be matched by BP Amoco up to a total of £1,600 p.a. Please contact Bob Williams, Finance Director for more details: Tel 01543 671427.

TRIAL SECTION AT DARNFORD

Earlier this year the council of the Trust decided that the time had come to line a section of the canal and get it into water as soon as possible. The length chosen begins at the stop plank grooves under the Lift Bridge and extends 50 metres back to a temporary dam. Not a great length but sufficient to gain experience in this type of work and just affordable within the resources of the Trust if no grant could be obtained.

Preparations began in early July in setting out, followed by a weekend visit by BITM (Bit in the Middle) WRG who installed a length of piling on the off-side to assist single handed boaters to operate the Lift Bridge. They also began the earth moving to form the final profile of the canal channel which was subsequently completed with a hired excavator by our own volunteers.

The specification chosen is a bentonite lining covered in the bridge-hole area by concrete and in the main channel by a foot of sandy soil. The sloping side is to be protected below water by dry-mixed concrete supported in a nylon matrix webbing which extends to bank level, the upper zone filled with soil intended to promote natural growth along the off-side edge of the canal. Particular attention is paid to the joints with the piling where trenches of puddle clay are provided to seal both the bentonite liner on the inside and the butyl lining behind the piling at the same level.

We were fortunate to be offered a week's work camp by experienced volunteers as part of the "WRG WORKS" celebrations to mark their 30th Anniversary. Despite the fuel crisis and several downpours of heavy rain which affected access by delivery lorries, most of the work was achieved including all the bentonite laid, the concrete and soil protection completed and the majority of the offside bank protection together with 90% of the temporary dam. Thanks to all WRG volunteers and to Keith Grice who worked throughout including the site preparation, setting up and clearing away of all plant and materials.

A formal application has been made to the Environment Agency for a licence to abstract water from Darnford Brook during their winter period (November to March). We therefore plan to finish this section by early November and to fill it up in stages and leave it to stand to test the specification. The downside is that in the absence of a grant we are spending most of our current cash. Hopefully the experience gained and the publicity value to be obtained will justify this.

John Horton. Lichfield Canal Project Engineer.

(See cover photograph, of laying the bentonite liner)

REBUILDING STARTS ON LOCK 26

In July, Peter and his `merry brickies` began to rebuild the lower wing-wall on the towpath side. They took advantage of light nights to work Wednesday evenings as well as weekends up to the end of August, by which time the battered ruins of that wall had been repaired up to the bottom water level. In September the sloping wing-wall started to take shape. This has been possible due to the many volunteers who have cleaned bricks reclaimed from the excavation which is a rather tedious but worthwhile task.

Our October work party continued this with the assistance of several new helpers through the `Go Digging` initiative of Canal Boat and Inland Waterways Magazine and the Lichfield Centre for Volunteering. We were also able to clear a length of the open by-wash channel which transfers water from a storm drain into the main pipe through the lock.

Thanks to everyone who took part. We hope to see you again on 1st Sunday of the month.

John Horton

DISCOVER BRITAIN'S WATERWAYS - IN STYLE

"Brackley & Ellesmere"

The finest Hotel Boats on Britain's Inland Waterways

Join us for a holiday to remember

Fine food, good company, single, twin and double cabins
en-suite facilities available

Rushbrooke Narrow Boats

9 Glosters Green

Kineton

WARWICK

CV35 0LT

Tel - 01926 642060

e- mail hotelboats@rushbrooke.co.uk

Internet:- www.bargeholidays.co.uk

LETTERS TO THE EDITOR

From John Lower, Chesterfield
August 9th 2000

Dear Mr. Pitt,

Thank you for the lift-bridge print

A few weeks ago I gave a talk on the Chesterfield Canal to the Birmingham Canal Navigation Society at Tipton and was pleased to see that Phil Sharpe was in the audience as I have known him for some while.

In the interval, I won first prize in the raffle, which is always embarrassing for the speaker. Phil won the final prize which I handed to him, then he suggested I stay where I was as he had something to present to me.

On behalf of your Trust he presented me with a lovely framed print of a painting of your lift-bridge. I am very grateful, thank you all very much. The picture now has pride of place next to the dinette on our narrow boat "Madeley Wood".

I am very pleased you were able to use the bridge. A small Chesterfield Canal Society work-party dismantled it from the Peak Forest Canal, paid for from the proceeds of my fortieth birthday party (cash to the society - not presents). When our society decided they would not use it, they planned to dispose of it for scrap. I telephoned societies which I thought might need a narrow gauge bridge (there are not as many as you would think) and the rest is history.

It is very satisfying to me to see the rebuilt bridge. I'm now looking forward to seeing water under it!

Yours sincerely

John Lower

Can anyone help Please?

A tipper truck is required for occasional use for transporting 10 tons or 20 tons of clay from Potters Clay, Pelsall to the Darnford site. The clay comes at the right price, but we do need to find someone who can provide sympathetic haulage. Does anyone know of a contact for a tip-up ??
Please contact John Horton. Tel 01543 262466

SPONSORED PILING APPEAL CONTRIBUTORS (since last issue)		
NAMES (in date order)	RESIDENTIAL AREA	INSCRIPTION
Nancy Meacham	Warren, Ohio, USA	NANCY MEACHAM OHIO USA 6.7.2000
Roger Page	Kings Langley, Herts.	PAGE FAMILY - NARROWBOAT AND CANAL ENTHUSIASTS
Midland Canal Club	Streetly, W.Midlands	MIDLAND CANAL CLUB
G C Peach	Lichfield	GEOFF & SYLVIA
Gilles Hudicourt	Laval, Quebec Canada	G. HUDICOURT
Dave Wedd	Camberley, Surrey	DAVE WEDD
		STELLA WENTWORTH
Peter Brown	Great Yarmouth	PETER BROWN
		QUITA BROWN
Richard Harris	Little Aston, Walsall	THE HARRIS FAMILY
R & C Ramsey	Sutton Cheney, Works.	OWEN TRETT
Mrs B Nichols	Lichfield	ROGER NICHOLS
C T & P Fox, Boat-builders	March, Cambridgeshire	THE STAFF AND CUSTOMERS AT FOX'S MARINA, MIDDLE LEVEL NAVIGATION DONATED THESE PILES FROM THE PROCEEDS OF THEIR MILLENIUM BOULE TOURNAMENT
Michael Beirne	Stockport	M & B BEIRNE

The Trust gratefully acknowledges all the above donations.

SPONSORSHIPS CAN BE SUBMITTED ON

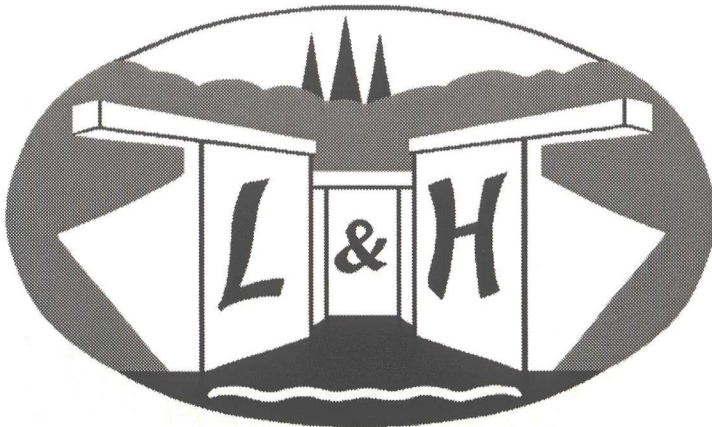
OUR ORDER FORM WITH THIS ISSUE

TREASURE HUNT WINNER

Richard Drake, National Chairman of Inland Waterways Association and his wife Audrey kindly drew the winning letter and number in the Trust Treasure Hunt game at the National Waterways Festival at Waltham Abbey. The winning square was G10 which paid £100 to Corrine Edwards of Cheslyn Hay, Walsall. Thanks to all those who played and contributed £406 to Trust funds.

New Members to 04/10/2000

Mr R Page	Kings Langley	Mr R E Gibson	Rugby
Mr W Pitt	Sutton Coldfield	Mr T W Bolton	Lichfield
Mr J E Davies	Wolverhampton	Ms B M Evans	Lichfield
Mr A Davies	Wolverhampton	Mr M J Battison	Lichfield
Mr M Nicholls	Birmingham	Mr T Youngman	Lichfield
Mr D A Dennis	Brownhills	Mr S Pell	Lichfield
Mr J Weston-Smith	Stafford	Mr S Hale	Lichfield
Mr P Lee	Burton on Trent	Mr D Shipman	Lichfield
Mrs G Lee	Burton on Trent	Mr G W Eggington	Lichfield
Mr G Thomas	Sutton Coldfield	Mrs V Misselbrook	Lichfield
Mr D Small	Maidenhead	Dr G B Carter	Lichfield
Mr R K Ellis	Chasetown	Ms H Taylor	Lichfield
Mr P C Blythe	Lewes	Mr N T Reynolds	Lichfield
Miss B Muncey	London	Ms L P Evans	Lichfield
Mr A Pickering	Hednesford	Mr P Byrne	Cannock
Mr P Wright	London	Mr J Cooper	Tutbury
Mr I Stevenson	Heath Hayes	Mrs J Cooper	Tutbury
Mr W S Wappett	Carnforth	Mr D Battersby	Cannock
Miss L Bradshaw	London	Mr J A R Lilley	Alrewas
Mrs J Moul	Hereford	Mrs J M Barber	Stafford
Mr J Buckland	Sutton Coldfield	Mr N Fuller	Tamworth
Mr B Hall	Great Wyrley	Mr J Hopper	Tamworth
Mr I Fletcher	Long Itchington	Mr P Davies	Stonall
Mr R Emsley	Crawley		



MORE FROM DARNFORD LANE AND WRG WORKS



(Photo by Jan Horton)

Filling a nylon webbing with dry mix concrete to provide off-side banking protection at Darnford Lane following the laying of the Bentonite layer. The sponsored piles make up the towpath side leading down to the Lift Bridge.



(Photo by Jan Horton)

WORKING PARTIES : NOVEMBER 2000- MARCH 2001

Regular Trust working parties are held at Lichfield on the first Sunday and at Hatherton on the third Sunday of each month, but with a number of extra dates on the Lichfield Canal as below.

LICHFIELD CANAL

There is work going on at Lichfield on many weekends now, including Peter Matthews' local team and visiting WRG groups. We generally meet at Tamworth Road but with some work at Darnford Lane. For Tamworth Road Lock 26 (SK 130 083) take the A51 south out of Lichfield, the site is on the right past Cricket Lane. Park by Lock 25 and walk past The Cottage to the entrance track for Lock 26, but please note that the access is across private land and should not be used except on organised work parties. For Darnford Lane site (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.

Trust monthly work parties: Sundays: 5 November, 3 December, 7 January, 4 February, 4 March.

WRG work parties:

Sat/Sun 4/5 November - Essex WRG & WRG NW - Darnford Lane - Completing bank protection, etc.

Sat/Sun 2/3 December - WRG NW - Tamworth Road - Towpath wall excavation above Lock 25.

Peter Matthews' team, at Tamworth Road Lock 26 - check with PM for dates.

Trust work parties all start at 10 am., visiting groups may start earlier. Contact John Horton on 01543-262466 or Peter Matthews on 01543-673127 for further details of locations and work.

HATHERTON CANAL

Hatherton Canal work parties may meet at various locations so best check first with Denis Cooper on 01543-374370 (work). If meeting at Saredon Mill Bridge (SJ 947 089) this is west of Four Crosses which is on the south side of the A5 west of Cannock. Work at present includes scrub clearance, towpath maintenance, fencing, hedging, etc. See also the Vice-Chairman's Notes for possible additional Hedgerow Project preparation work.

Sundays: 19 November, 17 December, 21 January, 18 February, 18 March (all 10 am start).

For all sites, bring old clothes, stout footwear, work gloves, and refreshment. Hard hats and basic working tools can be provided although you are welcome to bring your own.

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.

PRESIDENT Eric Wood 6 Swan Cottages, Burton Road, Whittington, Lichfield, Staffs. WS14 9NP ☎01543 432231

VICE-PRESIDENT David Suchet

DIRECTORS

Chairman	Brian Kingshott	Park Cottage, Hopton Castle, Craven Arms, Salop SY7 0QF ☎01547 530457
Vice-Chair	Phil Sharpe	34 Old Eaton Road, Rugeley, Staffs. WS15 2EZ ☎01889 583330
Minutes Secretary		VACANT (Offers please)
Finance	Bob Williams	Norfolk House, 29 Hall Lane, Hammerwich, Burntwood, Staffs. WS7 0JP ☎01543 671427
Hatherton Projects	Denis Cooper	Gorsey Lane Farm, Little Wyrley, Pelsall, Walsall WS3 5AJ ☎(work) 01543 374370
Lichfield Projects	John Horton	32 London Road, Lichfield, Staffs. WS14 9EJ ☎01543 262466
Membership Secretary	Trevor Morris	163 Halton Road, Sutton Coldfield, West Midlands B73 6NZ ☎0121 354 7952
Magazine Editor	Stephen Pitt	9 Silkmore Lane, Stafford, Staffs ST17 4JN ☎(mobile) 07770 586978
Fund Raising	Rob Davies	55 Noddington Lane, Whittington, Lichfield, Staffs WS14 9PA ☎01543 432079
Marketing	Derek Beardsmore	6 Rishworth Avenue, Rugeley, Staffs WS15 2ER ☎01889 803923
Land Officer	Roger McLellan	87 Back Lane, Whittington, Lichfield, Staffs WS14 9SA ☎01543 306715

Other Officers

Company Secretary	Nick Grazebrook	'Steps Cottage', Wolverley, Kidderminster, Worcs DY10 3RN ☎01562 850553
Lichfield Publicity	Janette Horton	32 London Road, Lichfield, Staffs. WS14 9EJ ☎01543 262466
Land Officer	Mike Smith	Brookhay Cottage, Brookhay Lane, Lichfield, Staffs WS13 8RQ ☎01283 790543

LICHFIELD & HATHERTON CANALS RETAIL TRADING LIMITED.

Company No 3686837

Secretary: Rob Davies, Finance: Bob Williams

STEPHEN GOLDSBROUGH BOATS

ALL YOUR BOAT NEEDS CAN BE PROFESSIONALLY SUPPLIED BY US.

ENGINE AND GENERATOR SERVICING, REPAIRS AND INSTALLATIONS

INTERNAL AND EXTERIOR REPAIRS, REFITS AND REPAIRS

ANODE REPLACEMENT, STERN GEAR REPAIRS

HULL CLEANING AND BLACKING IN OUR DRYDOCK WHICH IS

ALSO AVAILABLE FOR DIY HIRE

CHANDLERY

BREAKDOWN SERVICE

RELIABLE AND PROFESSIONAL SERVICES



KNOWLE HALL WHARF

Kenilworth Road,
Knowle, Solihull B93 0JJ
Telephone: (01564) 778210
Fax: (01564) 770557



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

Keep digging the ground from under their feet!

Braunston Marina
The Wharf, Braunston, Nr Daventry,
Northamptonshire. NN11 7JH
Telephone: 01788 891373
Fax: 01788 891436