

# GRAND TRUNK



***Struggling to make stop planks watertight***  
***Big Lock, Middlewich***  
***(exploratory work needed on gates)***

*Photo by Margaret English*



**March/April 2018**

[www.trentandmerseycanalsociety.org.uk](http://www.trentandmerseycanalsociety.org.uk)

## **Help Wanted – To digitise the society’s slide collection.**

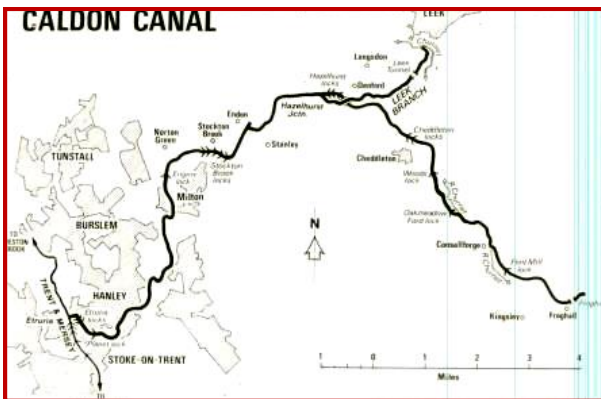
Recently we were passed Geoff Williamson’s copy of the Society slide show in its tin labelled “Set 2”, along with a letter from Gordon Diprose explaining that our slide show had been reorganised in 1993 into 179 active slides (*Introduction, The Route, Our Society, Lure of the Waterways, Historical and Special Interest*) plus 42 “Archive” slides that were worth keeping even though they weren’t part of the slide show.

We already had 2 other sets of slides - “Set 1” in its tin, plus an unlabelled set in 6 trays. It is known that both Set 1 and Set 2 were later amended by their keepers adding newer slides and withdrawing older ones. We don’t know anything about the third set, but it is believed to also be largely a copy of the same slide show.

Hence we probably have somewhere between 300 and 400 different slides (out of a total of around 600 slides). Many of these pictures are irreplaceable (e.g. Thurlwood Steel Lock in situ), so we are looking for somebody who would like to undertake the project of cataloguing and digitising them.

*Please contact me if you are interested.*

NOTE – The slides are much better quality than the images shown here.



These images are from my own ancient scanner, which only has a resolution of 600dpi (modern scanners can manage at least 4,800dpi, although I believe that 2,400dpi is considered a good compromise between image size and quality).

The blue streaks on these images are also a fault on my scanner, they don’t appear in the original slides.

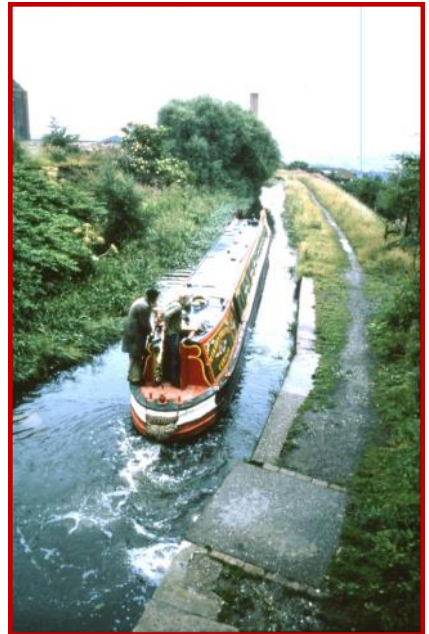
*Roger Evans*



*Etruria Junction*

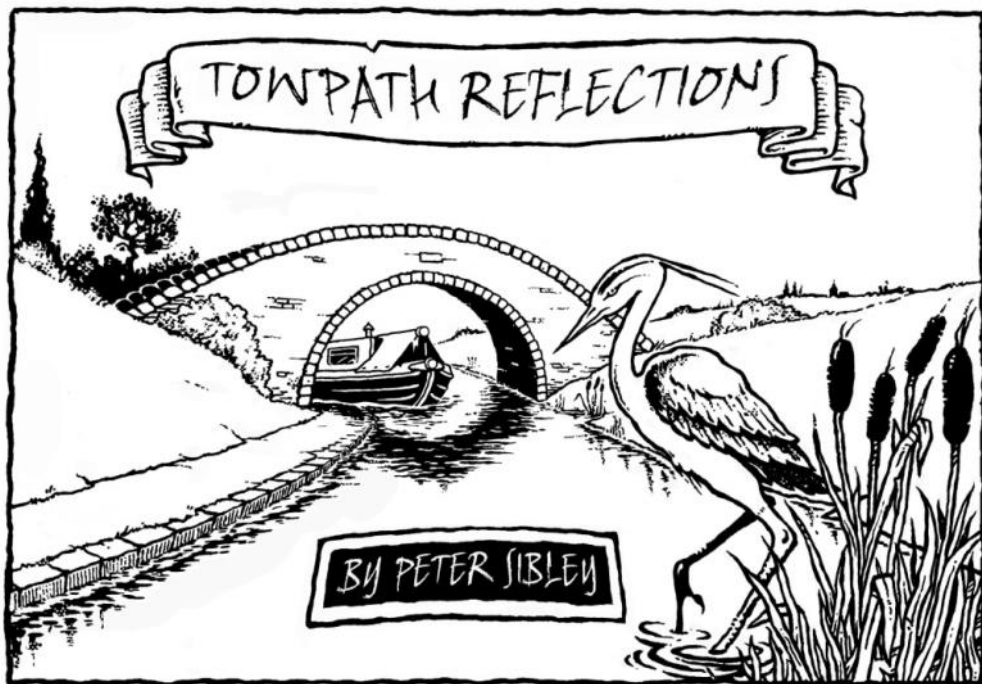
*Cruising on the Caldon Canal*

*Brindley's Statue*



*See p. 22 for chairman's bit— no room for editorial this time!*





*Valerie and Peter were last seen moored at Fradley.....*

**Saturday 9th May.**

Set off from Fradley just after 8am, still uncertain of our route. The weather has not improved much. Overcast with only the occasional glimpses of sunshine and the wind feels very cold in exposed places. When sheltered from the wind, as was the trip through the beautiful Hopwas Woods, it felt almost warm.

We carried on to Fazely Junction where much new and tasteful development has recently taken place. We stopped briefly at the CRT offices to empty the loo, and dispose of rubbish. We carried on nonstop to Atherstone where we moored for the night just short of the railway bridge. Once again I lit the stove.

**Sunday 10th May.**

We left our mooring at Atherstone at 7-45am to complete the last 5 locks of the flight which were in our favour, as had been the previous 6, and as a bonus Valerie found a brand new lock windlass to add to our collection. We didn't stop again until we reached Hawksbury Junction. It was a slightly

better day today weather wise, but the cold wind kept up. We kept on going through Rugby and finally called it a day at the foot of Hillmorton Locks where all the visitor mooring were taken so we sneaked in on the very end of the permanent moorings. These canals seemed busier than ever and boats are dotted about all along the canal; many of whom you get the distinct impression never go very far - if they move at all.

One of the highlights of the day was the sight of Charity Dock at Bedworth a mile or two north of Hawksbury Junction. It never ceases to raise a smile every time I see it. It has to be seen to be believed. It is a scene of almost indescribable chaos. Bits and pieces of boats strewn everywhere interspersed with shop window dummies dressed up in many different sorts of garb together with all sorts of amusing and unusual bits and pieces. It seems everybody there goes out their way to make the place as bizarre as possible. There was even a cockerel hopping about the yard.

### ***Monday 11th May.***

We set off at 7-45am encouraged by the light breeze and bursts of sunshine dressed accordingly. One of each pair of Hillmorton Locks was out of use and undergoing repair. We hadn't been going long when the sunshine disappeared and a light breeze became stronger. We both donned extra layers. We soon passed the Barby moorings some of which come with a garden plot. It wasn't too long before the spire of Braunston church came into view on its hilltop site, although the canal does quite a lot of twisting and turning before it gets there. This is the one part of the North Oxford that missed out on the straightening process for some reason. We reached Braunston and cruised slowly past the moored boats and up to the bottom lock where we were told by a volunteer lock keeper that Watford Locks on the Leicester Arm had been out of action since Saturday as a paddle had been "sheared off". Repair work was in progress and it was hoped to have the lock back in action today. We turned at Norton Junction and carried on to Watford Lock where a queue of a dozen boats were tied up waiting. We moored up and went to enquire from the lock keeper, who told us to add our boat name to his list. The repair had been completed and he was about to let through 4 boats from the top. He was prepared to work to whatever time it took to clear the backlog. We eventually reached the top at 6 pm. We carried on to get almost out of earshot of the M1 and finally moored at 6-25 pm. It was a glorious sunny evening.



## ***Tuesday 12th May.***

We awoke to find rain beating on the windows and decided to delay our departure for a while. We finally left about 8-40 am and the weather quickly brightened up as we weaved about round countless tortuous bends, Southern Oxford canal fashion, through rolling countryside of fields of bright fluorescent yellow



***Lock on Welford Arm***

rape seed, the flowers of which emitted a sweet heady scent. We stopped for lunch a mile or so short of the Welford Arm. As this was the only section of as yet unexplored canal on this cruise, we decided that when we set off again we would explore it.

***Postman Pat, Welford Village***



This short arm follows close by the River Avon and leads to 2 small feeder reservoirs on the edge of the village. Just before the end there is there is a shallow lock above which are 2 small marinas and right at the end a small basin where winding is possible.

***Facilities block, Welford Arm***

There

is also a water point, toilet and elsan facilities.

We moored here for the night.

***Welford Church***



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## Parliament and the Trent and Mersey Canal

A gentleman called Mr C. G. West has very kindly sent us a bound copy of the 1831 act relating to our canal, which will be housed in the society archives unless needed for research. The act was passed on 22nd April 1831 (our copy was printed in that year!) and brings together the various acts passed earlier to bring the Trent and Mersey and its branches to life.

*I have put together a precis of the first part of the act in the hope that readers will find it as interesting as I did.*

AN  
A C T  
TO  
CONSOLIDATE AND EXTEND  
THE  
POWERS AND PROVISIONS OF THE ACTS  
RELATING TO  
THE NAVIGATION  
FROM  
THE TRENT TO THE MERSEY.

*Passed 22d April 1831.*



LONDON:  
PRINTED BY GEORGE EYRE AND ANDREW STRAHAN,  
PRINTERS TO THE KING'S MOST EXCELLENT MAJESTY.  
1831.

The act quotes years of kingly reigns rather than dates, thus it was passed in the first year of the reign of William IV (acceded June 1830) and begins with its intention to 'consolidate and extend the powers and provisions' of the acts relating to the navigation from the Trent to the Mersey.

In the sixth year of the reign of George III (1766) an act was passed to form a company which would make a canal from the river Trent to Runcorn Gap, meeting up with the canal of Francis, Duke of Bridgewater at Preston Brook.

Another act was passed in the 16th year of George III to make a navigable canal from the south side of Harecastle tunnel to Froghall, and a railway to Caldon, for the conveyance of coal, stone

and other goods to the lime works.

An act was passed in the 23rd year of George III to extend the canal for 30 yards beyond Froghall and make a reservoir at Stanley Moss.

Another act was passed in the 37th year of that same monarch to enable



ANNO PRIMO

## GULIELMI IV. Regis.

Cap. lv.

*An Act to consolidate and extend the Powers and Provisions of the several Acts relating to the Navigation from the Trent to the Mersey.*

[22d April 1831.]

**W**HEREAS an Act was passed in the Sixth Year of the Reign of King George the Third, intituled *An Act for making a Navigable Cut or Canal from the River Trent at or near Wilden Ferry in the County of Derby to the River Mersey at or near Runcorn Gap*, whereby the several Persons therein named, their several and respective Successors, Heirs, and Assigns, together with such Person or Persons as they or the major Part of them at any General Meeting assembled should nominate and appoint under their Hands and Seals, were united into a Company for the better carrying on, making, completing, and maintaining the said Navigable Cut or Canal passable for Boats, Barges, and other Vessels, from the River Trent near Wilden Bridge, through or near Swarkstone and Willington, in the said County of Derby, and Wichnor, Rugeley Stone, and Burslem, in the County of Stafford, and through or near Lawton and Middelwich, and near Northwich, in the County of Chester, to the River Mersey aforesaid, at or near Runcorn Gap aforesaid,

6 G. 3. c. 96.

A 2

said.

branches to be dug to Uttoxeter and Cobridge, and from the Trent & Mersey at Longport to a place called 'Dale Hall' in Burslem.

An act in the 42nd year of George III ordered the proprietors of the navigation from the Trent to the Mersey to make railways from Stoke on Trent to Lane End, Etruria and Hanley and from Dale Hall to Burslem (note: George III was 3rd longest-lived British monarch, living until 1820!).

An act in the 4th year of the reign of George IV allowed for an additional tunnel through Harecastle Hill and an additional reservoir in the Knypersley Valley.

An act was passed in the 7th year of that monarch's reign for the making and maintaining of a navigable canal from the Peak Forest Canal at the township of Marple to join the Trent & Mersey

at or near Hardingswood Lock in the hamlet of Talke near the northern end of Harecastle Tunnel.

The former acts were repealed but the penalties and punishments for offences detailed in them remained in force.

The powers granted to the Duke of Bridgewater under former acts were unaffected provided he and his heirs keep the canal from Preston Brook to the quay at Runcorn Gap in good repair. The new company formed by the act was to continue and maintain the canal works as before.

***The act continues with rules about shares and dividends.***

*Margaret English*

## Trent and Mersey Canal Society - Annual Accounts

	<b>2017 Accounts</b>	versus	<b>2016 Accounts</b>
<b><u>Income</u></b>			
Bank Interest	Nil		Nil
Gift Aid	£335.18		£313.10
(Note 2) Grand Trunk Advertising	£160.00		£220.00
(Note 3) Membership Subscriptions	£1,510.00		£1,680.00
Donations	£254.36		£252.80
Fund Raising	Nil		£60.86
(Note 5) Sale of Goods	£767.28		£570.05
Members Meetings etc	Nil		Nil
	=====> £3,026.82		=====> £3,096.81
<b><u>Expenditure</u></b>			
Accountancy	Nil		Nil
AGM & Annual Report	£87.50		£110.54
(Note 6) Grand Trunk	£1,430.38		£918.55
Insurance	£303.52		£281.93
(Note 7) Meetings	£110.00		£52.50
Prizes and Engraving	Nil		Nil
(Note 8) Publicity & Recruitment	£235.17		£73.39
(Note 5) Sales (Stock, Postage)	£527.36		£437.21
Subscriptions to other organisations	£71.50		£71.50
(Note 9) Sundry Expenses	Nil		£233.34
	=====> £2,765.43		=====> £2,178.96
	<b>Surplus in 2017 (before Campaigns &amp; Donations)</b>		<b>Surplus in 2016 (before Campaigns &amp; Donations)</b>
	<b>£261.39</b>		<b>£917.85</b>
<b><u>Campaigns and Donations</u></b>			
(Note 10) Burslem Port Trust	£1,000.00		Nil
Canal & River Trust	Nil		Nil
Cheshire Locks Campaign	Nil		Nil
Etruria Boat Group	Nil		Nil
IWA Chester	Nil		Nil
	=====> £1,000.00		=====> £0.00
	<b>Final Loss in 2017</b>		<b>Final Surplus in 2016</b>
	<b>£738.61</b>		<b>£917.85</b>

### Notes

- Ring-fenced for Anderton Boat Lift (ex-Trust) £1,601.28 £1,601.28
- Grand Trunk Advertising was slightly down in 2017 as we had 1 fewer advert
- Membership Subscriptions in 2016 included 2 new life members (at £150 each)
- Fundraising event in 2016 (Going to the Dogs) was not repeated in 2017
- Sales were up in 2017 by around £200 but costs were up by £90 (and nominal value of stock held was up by £30)  
Two new stock lines were added in 2017 (Bags and Neckerchiefs)
- Grand Trunk Expenses were higher in 2017 as we bought 1,500 stamps (enough for 7 issues)  
In 2016 we only bought 600 stamps (enough for 3 issues)
- Meetings Expenditure in 2017 included expenses for 5 speakers  
In 2016 it included expenses for 2 speakers
- Publicity and Recruitment costs were £160 more in 2017 because we reprinted the membership forms (£70)  
and took the sales stand to 3 rallies instead of 2
- Sundry Expenses in 2016 were 6 tins of specialist paint for mileposts (Zinc Rich Primer was £120 for 5 litres!)
- Campaigns and Donations - Donation to Burslem Port was towards a research study
- Bank Balance at the end of year £13,713.88 £14,452.49



## **Join Us on a Canal Work Party**

**Cheshire Locks, Trent & Mersey Canal**  
**Monthly work party on the third Thursday each month**  
**Jointly with IWA North Staffs & South Cheshire**

Why not join us for our monthly work parties, on the Cheshire Locks between Kidsgrove and Wheelock, carrying out vegetation management and other tasks in the fresh air and good company?

Work parties run from 10am to 3pm on the third Thursday each month (except December) and volunteers are welcome to come for a couple of hours or all day. The meeting place varies each month, so please contact us for details.

All tools and equipment will be provided. Volunteers are advised to wear old clothes, stout shoes and to bring waterproofs in case of rain and a packed lunch if staying all day.

**Contact: John Brighouse**  
**[John.brighouse@waterways.co.uk](mailto:John.brighouse@waterways.co.uk)?07808878317**

## Derelict locks and “electric donkeys”

*Annette and Terry continue their travels through France.*



We left Liverdun by the Moselle and drove east still in the Lorraine region of France and, after a while, in the distance we could see the Vosges mountains. We passed beside rolling hills and our route took us through a wooded valley down to the pretty village of Lutzelbourg. The village is overlooked by Lutzelbourg castle dating from the 11th century which is built on a rocky, red sandstone cliff at

a height of 984 ft above sea level. Below this cliff the Canal de la Marne au Rhin passes through the village and there is a busy cruiser hire base here. We followed the canal along a road through the wooded Zorn valley to our next campsite about 1¼ miles away. The valley was very narrow and the campsite was next to the canal, the railway and a road so not very peaceful but ideal as a base to explore another part of the canal. From our pitch we could see peregrine falcons nesting on the rocky cliffs on one side of the valley.

Having left one abandoned section of the Canal de la Marne au Rhin at Liverdun we then found another derelict stretch of the canal here. On the opposite side of the canal from the campsite is the entrance to the old, derelict Arzviller/Hendridorff flight of locks. These 17 locks were built in 1853 to enable the Canal de la Marne au Rhin to cross through the Vosges and used to take barges up the 2½ miles to reach the Vosges summit level. At the top of the flight of locks is the 2,740 yard long Arzviller tunnel. This was built between 1839 and 1849 and is faced with local red stone as were the lock chambers. There is a 20 mile long summit level here so it is not surprising that there were problems with water supply when these locks were in operation before the Saint-Louis Arzviller inclined plane was



opened in January 1969. With over 40 barges going through each day in the 1960s the lock-keepers were certainly kept busy!

Apart from two locks on this flight each lock had a lock house. Today seven are occupied and one is offered for rent as a holiday *gite*. Others are derelict and would need of a lot of attention to make them habitable. The locks have been dewatered and most of them only have top gates so it would not be possible to use them if the inclined plane were to be closed for emergency maintenance.



Between August 1933 and 1939 fifty four small tractors – known as “electric donkeys” - travelled on rails and hauled the barges and a few of these tractors have been restored and can be seen beside the canal at Lutzelbourg. Towards the top of the flight of locks the narrow gauge rails they used to run on are still in place. Alongside are a large pile of the old bottom gates that have been removed from the flight.

The towpath beside the abandoned locks is in a very good condition and is promoted as a footpath and cycle route known as “The Valley of the Lock-keepers”. It was certainly a very interesting walk from an industrial and historical point of view and it was like walking along a secret path into the past.

*Annette & Terry  
NB Emily and Steamboat Sidney  
Kennet & Avon Canal*

## **T&MCS Social Calendar to May 2018**

The location is the Big Lock and can be accessed on 2 levels. For those who prefer not to use stairs, there is access to the room at the back of the building via the door facing the lock, we can arrange for your drinks to be collected from the bar.

There is no charge (we have a raffle to pay for the room hire) and no need to be a member.

If you want to make more of an event of your evening I can recommend the food, I usually eat there before each talk.

Some speakers will bring associated objects and products to be viewed or bought, we positively encourage interaction.

### ***To find Big Lock by road, :***

Webbs Lane, Middlewich, Cheshire,  
CW10 9DN

Telephone: (01606) 833489

<http://www.thebiglockpub.com>

The room will be open at 7.30pm,  
the talks will start at 8.00pm,  
in two 40 minute parts with a comfort break.



***Contact: Gillian Watson 01606 835 606***

**Friday 20th April 2018**.....

Phil Clayton

### **Joeys, Joshers and James A BCN Miscellany**

An introduction, accompanied by pictures, words and music, to the beginnings, development, working life, decline and renaissance of that wonderful network of waterways known as the Birmingham Canal Navigations, together with a little about the work of the BCN Society.

**Saturday 12 May 2018**.....AGM, see p.18

### **Hold the Dates!**

*Hot off the press here is a taster of the wonderful talks Social Secretary Gillian has lined up for us, next season.*

<b><u>Date</u></b>	<b><u>Subject</u></b>	<b><u>Speaker</u></b>
21/09/2018	RNLI	Mark Thomas
19/10/2018	The Uttoxeter Canal	Steve Wood
16/11/2018	Braunston canal age transport hub	John Pomfret
18/01/2019	Murgatroyd's Brine Pump Middlewich	Mike Walton
15/02/2019	The Darjeeling Himalayan Railway	Patrick Marks
15/03/2019	The Wooden Canal Boat Society Story	Chris Leah

### **Welcome to New Member**

**Mike Walton  
Of Middlewich**



**We hope you enjoy being a member of the society**

The views expressed in this publication are not necessarily those of the [Trent and Mersey Canal Society](#). They are, however, published as being of interest to our members and readers

## **COALS TO NEWCASTLE? NO, IT'S BEER TO BURTON!** **AND ALL IN AID OF INCREASING SPORT PARTICIPATION FOR** **PEOPLE WITH DISABILITIES IN THE LOCAL COMMUNITY**

### **WHAT**

Enterprising members of the Rotary Club of Bretby are pulling a barrel of beer 80 kilometres along the canal towpaths from Wolverhampton back to the Marstons brewery on Shobnall Road in Burton. It is all in aid of increasing the level of sporting participation for people with disabilities in our local area.

### **WHEN**

Over the 2018 Spring Bank Holiday weekend of Saturday 26<sup>th</sup>, Sunday 27<sup>th</sup> starting in Wolverhampton and finishing at the Marston's brewery on Shobnall Road, Monday 28<sup>th</sup> May.

### **WHY**

Working with members of the Burton Albion Community Trust the target is to raise at least £5k towards the cost of delivering a year's programmed activities aimed at increasing the level of sporting participation for 7-16 year olds with disabilities in our local area, giving them the opportunity to participate in free Sport & Activity sessions. The aim is to engage, educate & inspire participants in various different social & life situations in the school holiday periods where parents and carers find it difficult to get any respite. We would also provide a platform for participants to move on to other activities within their local community.

### **WHERE**

A 9 gallon keg of the finest "Bretby Rotary Ale" beer will be pulled from Wolverhampton to the Marstons brewery in Shobnall, Burton by members of the Bretby Rotary club and other volunteers all keen to raise money and awareness to support the project. The route starts in Wolverhampton's town centre follows the Old Main Line canal, then on to the Staffordshire and Worcestershire Canal passing through Penkridge, Acton Trussell and the outskirts of Stafford before heading east along the Trent and Mersey Canal through Rugeley, Fradley, Alrewas and Barton to finish in Shobnall - in total a distance of 80 km.



## WHO

Andy Bottoms, President of the Rotary Club of Bretby commented: “This is a fantastic idea and the funded sessions will help to develop personal skills, confidence, independence and movement skills for these disabled young people and at the same time provide quality respite for parents / carers and families”.

The Rotary Club are working closely with the Burton Albion Community Trust as well as Marstons Brewery. Matt Hancock from BACT commented that “We believe we can build an outstanding disability programme that can have a positive impact on the people of East Staffordshire and South Derbyshire”

## HOW

The Rotary Club is looking for local businesses and individuals to donate £50 per kilometre and as well as raising money through sponsorship of the people pulling the barrel over the three days.

To find out more about the project or if you would like to get involved and sponsor a kilometre or help pull the barrel.



please contact **Jarvis Whitehead of Bretby Rotary Club**  
(tel: 07802 740524 or email [BretbyRotaryCommunity@gmail.com](mailto:BretbyRotaryCommunity@gmail.com)).

## **TRENT AND MERSEY CANAL SOCIETY**

### **NOTICE OF ANNUAL GENERAL MEETING**

Members of the Trent and Mersey Canal Society are hereby given notice that the 2018 Annual General Meeting will be held at:

Wheels and Water Museum  
Limekiln Basin, Stone

on Saturday 12th May 2018 at 11.00 am

Please note, this is a working boatyard, and we are very privileged to be allowed to hold our AGM here. The venue is not large, so numbers will have to be limited.

If you would like to attend, please give your name to Gillian Watson (contact details on p.23) and let her know if you have any specific dietary needs, lunch will be provided as in past years. Gillian will keep a waiting list in case of cancellations.

Details for accessing the location, car parking arrangements and information on the presentation will be sent to those who register with Gillian.

### **Programme**

**11.00-11.15                      Meet for coffee or tea.**

**11.15-12.00                      AGM**

Existing committee members who retire by rotation do not need to be nominated for re-election. Nomination of any other member for the committee must be in writing and must be proposed and seconded by paid up and voting members of the society. The nomination paper must contain the signed consent of the nominated person.

No motion can be dealt with at the AGM unless such a motion has been included in the formal notice of the meeting. Nominations of persons to the committee and details of any motions to be considered by the AGM must be

received by the secretary at her home address by Thursday 12th April 2018, otherwise any motion or nomination cannot be accepted.

**12 noon –12.45**      **Lunch** with the opportunity to vote *for pictures for our proposed Trent & Mersey Greetings cards.*

**13.00-13.45**      **Presentation, details to follow.**

### **Picture Competition**

This year we are hoping to design *our own greetings cards* instead of calendars. We will miss our very own calendars, but the cost of having these printed is no longer viable.

This new initiative will only work if members can come up with photographs of the good old T&M. The winner will receive their very own free pack of cards when they are printed!



Pictures should be of the T&M and have not been presented for earlier competitions.

Please send pictures to Roger (rogermartinevans@hotmail.com) before the end of April.

Please send contributions for the next issue to me, Margaret English, by e-mail to [margaretetlm@hotmail.com](mailto:margaretetlm@hotmail.com), by post, or by hand. Remember, this is *your* magazine. Contributions from the South especially welcome! Last date for inclusion in the May/June edition is **01/05/2018!**

## SIR FRANK PRICE PLANTING A TREE AT FRADLEY



News of the recent death of Sir Frank Price – the longest serving chairman of the British Waterway Board (BW) – reminds me of one of his visits to the T&M at which I was the official photographer. 45 years ago, on 16 January 1973, during some sort of tidying up, he ceremonially planted a tree in the centre of the BW yard at Fradley Junction. Watched by schoolchildren from (I think) Alrewas School, who planted the other trees. Older society members may recall some of the others in the picture. On the right is Section Inspector, Bill Sutton, next to him is Northwich Area Engineer, Brian Haskins, (both good friends of T&MCS) and separated by the lady (who?) is BWB Secretary, Trevor Luckuck. All, like Sir Frank, no longer with us.



As a contrast, here is the same scene taken on 2 February this year, when Dave's Canalside Café wasn't too busy. In the background is a society contribution to the scene. The crane which we saved by moving it from Burton's Horninglow Basin. I'm sure there was a plaque commemorating this tree-planting. Anyone know what happened to it?

*Harry Arnold*



*Sir Frank Price was born in Birmingham and reshaped that city in 1960s. After this he left local politics and became the longest serving chairman of a nationalised industry— what was then The British Waterways Board. He died in January aged 95.*

*I could not find a comprehensive obituary for Sir Frank, so am extremely grateful to Harry Arnold for sharing this wonderful historic picture .....ed.*

### Chairman's Bit

As I write, the temperature is sub-zero and the snow is drifting down. Poor weather forecasts have meant that both January and February Cheshire Locks work-parties had to be cancelled (but at least John Brighthouse managed to warn everybody 2 days beforehand). The stoppage season is still in full swing, witness the cover photos of work at Big Lock. However Easter is only 4 weeks away, so hopefully by the time you read this, the weather will be much improved and the canals springing back into life!

This issue contains the annual accounts and AGM notice. Hopefully they both make sense, but you can always contact me with any queries or suggestions. Speaking of contacting me, hopefully somebody will want to volunteer to digitise our slide show, or to paint a few mileposts.

More room for me next issue (probably, unless Margaret fills it brim-full again), so that's all for now.

P.S. A boat just went past my window breaking the ice, and I am looking forward to a brisk (very brisk?) walk out to the nearest lock shortly.



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**Tel: (01782) 813831**

**[www.stokeboats.co.uk](http://www.stokeboats.co.uk) email: [office@stokeboats.co.uk](mailto:office@stokeboats.co.uk)**

# TRENT AND MERSEY CANAL SOCIETY

Registered Charity No:326498.  
Registered Office: 10 Long Lane, Middlewich, CW10 0BL  
Telephone: 01606 834471

## OFFICERS

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***The Trent & Mersey Canal Society is proud to  
support Burslem Port***

***Bringing Boats Back to Burslem***



***Big Lock Public House  
dozes in the rain  
As CRT personnel continue to struggle with  
Examining the top lock gates***

**Final thought.....**  
***It's Lent, anyone want to share Shrove Tuesday pancake recipes  
(or memories)?***