

GRAND TRUNK



*Cactus and Cutter
River Trent Section, Alrewas*

Photo: Waterway Images



July/August 2018

www.trentandmerseycanalsociety.org.uk

Chairman's Bit

Our canal has been having a lot of problems recently, and most of them have been caused by boaters (or just possibly vandals ?).

As you will read in Margaret's editorial, the canal was suddenly very low between Rumps Lock and the bottom Booth Lane Lock. This pound is over a mile long, and was described as "being reduced to a trickle of water in the bottom". It took a full day to run enough water down the Cheshire Flight to allow passage with care. Nobody knows how this happened, but a lot of water must have passed through Rumps Lock to drop the level above the lock by over 2 feet! Did a boater leave a paddle up overnight, or were vandals at work again like at the Middlewich breach?



Shortly afterwards we went up lock 62 (the single lock by Malkins Bank golf course) and the top gate had a huge leak through the middle (passing as much water as a raised gate paddle!). Looking back at the lock, I could see that one of the vertical boards had been knocked out of place, so I rang the emergency CRT line to report it. They quickly decided that the gate needed to be re-built urgently and closed the canal. After closer inspection, they announced that it was "boater damage", with the most likely reason being a boat ramming the top gate from inside the lock and displacing the plank.

Worryingly they later found that the top Booth Lane lock had similar damage and the canal has been closed there for repair too.

And it isn't just around Middlewich. As we passed Fradley, we heard that the canal had only just been reopened at Fradley Common Lock. This time the reason was that a boat had lifted the top gate enough so that it slipped out of the bottom cup. We were told that a crane had to be brought in to re-hang the gate before the lock could be used again.

Four temporary closures already in July are too many, especially as at least three of them were caused by boater misuse of locks! What a waste of CRT time and money.

Editorial

Hello everyone!

I'm afraid this issue is late– but I have two very good excuses! The first is that our new boat, *The Lady Beth*, was finally launched on 22nd June (five months late). We managed to find three whole days in our crowded schedule to go for a short cruise on the T&M and get to know her– three weeks on we are still learning! The cats, however, took to her without a qualm and happily took up residence in the kitchen cupboard.

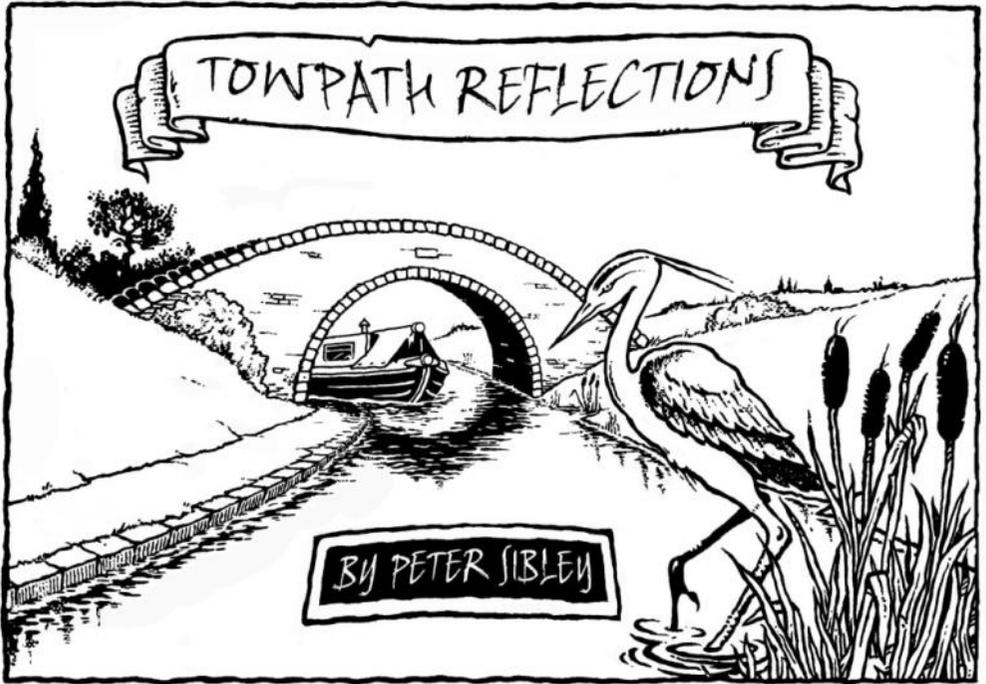


The second excuse is that I am writing this on the way to St. Neot's, where we will be part of the Festival of Water setting-up team. I will therefore not be at home to issue the magazine when I should. It was however beginning to look as if the cruise would be over almost before it started. We made it back to Middlewich from Barnton (our temporary mooring until the breach is fixed) without difficulty, only to find that very low water levels meant we could not proceed. Those nice CRT people sent down water from farther up the canal and we were allowed to continue eventually 'at our own risk'. We made it as far as the first Booth Lane Lock, only to stick fast in the lock entrance!

Fortunately a kind boater came up behind, took a rope, snatched us back and pushed us to the wall, where we spent the night on the lock moorings. The cats were not impressed! We limped to Wheelock at 2 m.p.h. the next day, and hope to actually complete the trip.

More about the festival and *The Lady Beth* next issue, space permitting.

Please send contributions for the next issue to me, Margaret English, by e-mail to margaretelm@hotmail.com, by post, or by hand. Remember, this is *your* magazine. Contributions from the South especially welcome!
Last date for inclusion in the September/October edition is **01/09/2018!**



We left Pater and Valerie watching the swans being fed in Leicester.....

Monday 18th May.

I woke at 4-45am this morning to the sound of rain hammering on the roof of the boat. When I eventually arose at 6-15am it was still hammering down. When we were ready to leave at 7-45 am it showed no signs of letting up so we put on our wet weather gear and set off (we were well over our 48 hour time limit!). We passed on downstream to Birstall Lock where we encountered an elderly lady on a small Sea-Otter aluminium narrowboat single handedly heading towards Leicester in the pouring rain. We only saw 2 other boats down as far as Mountsorrel where we decided to call it a day as we were cold and wet. We peeled off our wet clothing and I lit the stove to help dry things out while we had lunch. As we did so the sky suddenly cleared and the sun poured forth, so we decided to go for a walk round the village. When we got back the to the boat the weather was still fine so we decided to carry on after all. We had just started off when the clouds returned and soon started to rain again so we finally called it a day at Barrow-on-Soar.

Tuesday 19th May.

We set off early. It felt very cold in the strong wind so I piled on the layers! We negotiated Barrow Deep Lock and pressed on for Loughborough, a town that seems to disregard the canal completely- there are no signs anywhere denoting visitor moorings. A map somewhere showing the town centre and facilities would be much appreciated, I am sure. Even when you get to a T-junction there is nothing to denote which is the main line and which is a short arm to the town basin. The boat in front of us made the wrong decision and had to turn round.

The basin is small and contains just 4 moorings on 2 short pontoons, 2 sides of the basin being flanked by a Travel Lodge Hotel. We were the only boat there when we arrived. We had coffee then set off into town. The highlight of our visit was the immaculately kept Queens Park Gardens which was bursting with well coordinated colourful spring flowers. Whilst there 4 gardeners were busy removing dozens of polyanthus plants that were probably past their best and preparing the beds for planting out for the summer displays. There was not a weed



in sight anywhere and the grass was well mowed. They seemed quite heartened when we congratulated them on the beautifully kept beds. In the centre of the park is an Old Bell Tower which contains a carillon of 7 bells which are rung every so often. These bells were provided by John Taylor and Co, founders for over a century. They provided 'Big Tom', a massive bell for St Paul's Cathedral in London.

On the edge of the park is Charwood Museum, which apparently used to be the local swimming pool and baths. According to the attendant the swimming bath is still there beneath the floor of the museum! We went back to the boat for lunch, after which we carried on for a couple of locks to Zouch where we moored for the evening. We were entertained by the antics of a herd of cows in the field opposite. They were taking great interest in a work boat that contractors had recently moored alongside their field!

Wednesday 20th May.

We set off around 8-20am and said goodbye to cows, several of whom were again discussing the work boat, but we became their main point of interest as we passed and they followed us to the edge of the field. The scenery on the lower part of the Soar is really beautiful and was at its best in the spring sunshine, the wind however was still chilly. We soon arrived at Kegworth Lock and I saw a

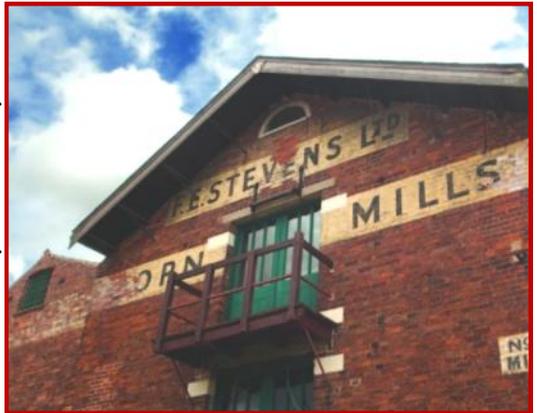


grouse pecking in the undergrowth at the lock approach. Not to be outdone, Valerie announced that a fox was sat watching her no more than 20 yards from where she was working the paddles. As I came into the lock he or she approached even closer. I tossed it a ginger biscuit which was instantly pounced upon and taken off into the bushes. Less than a minute later it was back.

Valerie held a biscuit in her hand. The fox gingerly took it from her outstretched hand. By this time the lock was empty and I was at the bottom so I was unable to capture the event on camera.

The giant cooling towers of Ratcliffe on Soar Power Station now dominated the scene as we approached this great waterways cross roads. There was however a final lock to work through, Red Hill Lock. Once through here the junction was almost in sight. The comparatively diminutive Soar now joins the mighty Trent and both head for Thrumpton Weir. Almost straight ahead lies the entrance to the Erewash Canal, to the right is Cranfleet cut leading to the navigable

Trent and to the left the river goes straight to Sawley which is the route we took. There are 2 electrified locks. We topped up with fuel at the self service card operated pump and continued on to Shardlow, which looked as great as ever, and moored up for lunch. When we started off again 2 CRT workers, who were working on the bottom lock gates, helped us through the lock. We carried on through Aston and



Swarkestone locks. As Henry (tortoise) had been making a nuisance of himself climbing all over the sacks of firewood, we decided to let him use up his surplus energy on a towpath walk. This was not ideal however as many cyclists and joggers were using it as well, and I was afraid they might not see him.

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THE MID-CHESHIRE CANALS THAT NEVER WERE

AND THE WARDLE CANAL

This article was originally published in 2005. Since then I have seen further information (added at the end of the paper) which suggests a reason for the preparation of the proposed scheme.

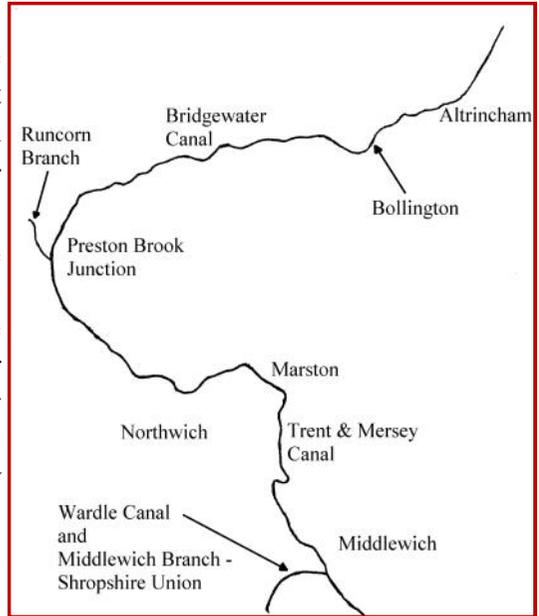
During an abortive search in the Wedgwood Museum Trust Archives for references to the Croxton flint mill, I found a letter dated 7 October 1837 from a Mr Holland to Josiah Wedgwood (the son of the founder of the pottery company).

In the letter Mr Holland mentioned that, while out riding, he had met a man who was surveying

the route for a canal link from the Bridgewater Canal at Altrincham to Middlewich (see map). Two routes were being surveyed, one to the east of 'Booths [Hall] (Mr Leghe), and the other to the west of 'Toft (Mr Leycester). The promoters of this new canal link were 'the proprietors of the Chester and Ellesmere Canal', who proposed to cross the Trent and Mersey Canal at Middlewich by means of an aqueduct and to link directly with the 'Middlewich Branch Canal. The surveyor had said that this link would reduce the distance by canal between Middlewich and Manchester by 18 to 20 miles. The surveyor apparently did not know the attitude of 'Lord Fr? [sic] Egerton' to the proposed scheme but Mr Holland said that he had seen a letter from 'Lord Fr? [sic] Egerton's' principal agent which said that Lord Egerton was 'decidedly opposed' to it.

[Mr Holland appeared to have some uncertainty about 'Lord Egerton' since he put a question mark after the 'Fr' although, later in the letter, he refers to 'Lord F' without any qualification.

Francis Egerton, 1800 - 1857, the Earl of Ellesmere, also known as 1st Earl, was born Lord Francis Leveson-Gower, 2nd son of the Marquis of Stafford and inherited (from his great uncle, the 3rd Duke of Bridgewater, another



Francis Egerton) the Bridgewater Canal and estates in 1833. He had an interest in both the Bridgewater Canal and the Trent & Mersey Canal and, therefore, for obvious reasons, would have opposed any link between the Bridgewater Canal and the Middlewich Branch of the Chester & Ellesmere Canal which bypassed the Trent & Mersey.

The other Egerton living locally was WT Egerton at Tatton Park but he was not a 'Lord' in 1837. However, the route of the proposed link might have passed through Tatton Park and, therefore, he might have been opposed to it too.]

Mr Holland then wrote further to say that he had been told of another plan. He had heard that it was being supported by 'Lord F' (although he said that 'I will not vouch for my authority' so far as Lord Egerton's support was concerned). This proposed a link between the Bridgewater Canal at Bollington, 'a mile from Lord Stamford's at Dunham', and the Trent and Mersey Canal at 'Marston a mile north of Northwich'.

The proposed route would have involved a tunnel of three miles in length but would have saved 14 or 15 miles as compared with the existing route. Borings had already been made at Pickmere and Tabley which went to a depth of '17 yards' and found beneath the immediate surface a 'compact indurated marl'. Borings were next proposed at 'Hw Green' [Henshaw Green?] where the men involved anticipated needing to bore to a depth of '40 yards'.

The letter then finishes 'I send you these accounts thinking they may interest you - you will but judge in what way or to what extent either of these plans may affect the interests of the Tt & MS [Trent & Mersey]. With much regard

The father of the Josiah Wedgwood to whom this letter was written was a promoter and shareholder in the Trent and Mersey Canal of which he was, at one time, the Treasurer and so 'our' Josiah was, presumably, a shareholder as well as a major user of the canal.

As we know, neither of these schemes came to fruition (perhaps because increasing competition from railways made them uneconomic?) but a look at the accompanying map will show their merit.

A later search in the archives at the Boat Museum, Ellesmere Port, (under their document reference D4716) revealed a published proposal for this linking canal, from Middlewich to Altrincham, drawn up by WA Provis, Civil Engineer.

The proposal, which contains a map showing the suggested route, outlines the advantages of the link in terms of what Mr Provis says will be a significant reduction in distance travelled by users of the canals and an increase in the value of the land through which the route passes. He acknowledges that the railways provided a quicker means of transporting goods but suggests that there was still a role for canals in the transport of heavy cargoes where speed was not of major importance.

However, since the project apparently went no further, his arguments presumably failed to convince potential backers.

(Excerpts from Mr Holland's letter are included by courtesy of the Trustees of the Wedgwood Museum, Barlaston, Stoke on Trent ST12 9ES.)

Post script:

The scheme would appear to have been an attempt to overcome the very high tolls charged for cargoes using the Wardle Canal.



Hadfield's Canals of the West Midlands has the following:

“ The Ellesmere and Chester then promoted their own [Act] for a canal from Barbridge to Wardle near Middlewich to join a short branch from their main line which the Trent & Mersey had agreed to

build after having imposed stiff compensation tolls. It was authorised in 1827 by an Act* and the new [Ellesmere and Chester] branch was opened on 1 September 1833 ” [page 181]

“the old Chester Canal Act of 1777* had empowered that company to build a line to a point at Middlewich not nearer than 100yds to the Trent & Mersey. The latter's Act of 1827 also empowered them to build the short Wardle Green branch [completed in approx 1829? - the date on the bridge], with one lock, to span this distance and join the Ellesmere & Chester's Barbridge to Middlewich line to their own [Trent & Mersey] canal. They were, however, empowered to charge 9d per ton on coal, limestone and salt, 9½d per ton on stone, timber and slate, and 10½d on other goods. These were stiff terms.” [page204]

*the 1827 Ellesmere and Chester Act repealed that of 1777.

© MA (Mike) Walton, January 2011.



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 Brighthouse

John.brighthouse@waterways.co.uk.?07808878317

The highlight of our visit to France

No doubt you may already have guessed that we did not travel to the Lorraine region of France to find a disused canal tunnel or an abandoned flight of 17 locks. The real reason for our visit was to see the St Louis-Arzviller inclined plane. This was just a short walk from our campsite and we eagerly set off along the towpath of the Canal de la Marne au Rhin and after fifteen minutes we were at the base of this amazing inclined plane.



Inside the caisson at the top

The St Louis-Arzviller inclined plane replaced the entire flight of the 17 locks we had walked beside yesterday. It used to take 8 to 13 hours to travel the 2½ miles of locks. By using the inclined plane this journey takes only 4 minutes with a speed for the descent or ascent of 2 ft per second!

We followed a path which took us uphill to the visitor centre at the top of the plane. We crossed the canal where the boats enter or leave the caisson and went on to the viewing platform. This gave us brilliant views of the surrounding green wooded hills and also down the plane to its base. The total length of the incline is 140 yards and the gradient of the track is 41% and from the top it certainly looked a long way down!



This Foxton-style caisson runs on 8 bogies with 32 rollers and is 141 ft long by 17 ft wide.

We watched the trip boat and a number of hire boats go up and down the plane and it was certainly a busy afternoon for the operators who control the passage of the boats. We then visited the Engine Room where there are winch drums for the cables of the caisson and the counterweights which are powered by two small 120HP electric motors (Ward Léonard) through gearboxes.



It was then time for us to go into the barge "Sophie Marie" which is on dry land by the top of the plane. Inside there is a small museum with old photos of the original canal and of the construction of the inclined plane which was built between 1964 and

1968 and went into service in 1969. As well as a construction model there is also a 1:50 scale Meccano model of the inclined plane complete with a barge in the caisson. The model consists of 7,600 pieces of Meccano, weighs 13 stone



*Inclined Plane
from the opposite Bank*

and took 1,400 hours of work!
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

Hold the Dates!

<u>Date</u>	<u>Subject</u>	<u>Speaker</u>
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

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WELCOME TO NEW MEMBER

MR STEVE BUCKLAND

OF

STENSON MARINA



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

What happened to the Harecastle?

Hardly an issue of Grand Trunk goes by without some reference to the Harecastle Tunnel.

Sometimes there is a story, such as the boater falling off his boat while in the tunnel, or the incident where a man thought he could evade the police by hiding in the tunnel. Then I ask myself, 'What happened to the Harecastle'.

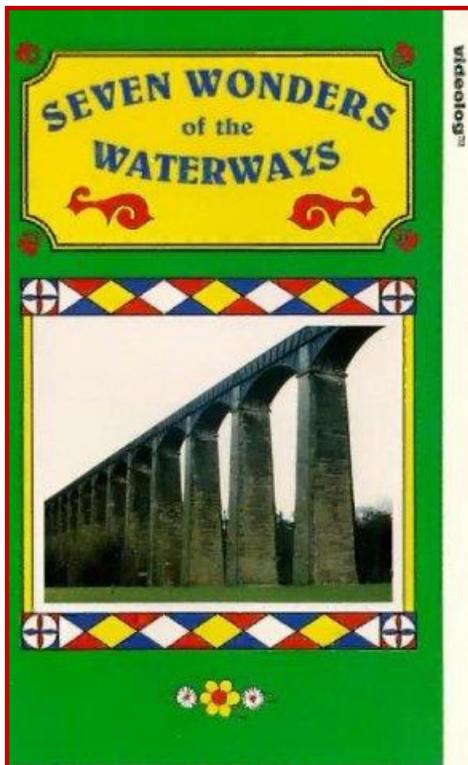
To start at the beginning, during the 1980s I was Assistant Manager at Northwich Repair Yard. My main responsibilities were for plant and craft. It was during this time that the 'Harecastle' made its appearance. I don't know who drew up the specification, but the boat was designed by the naval architects at Rickmansworth or Watford. It was built by the Repair Yard at Newark and delivered on the back of a lorry. We craned it into the T&M at Wheelden Road wharf and I and another from the repair yard sailed it up to the south end of the tunnel, delivering into the care of Bill Appleby, the tunnel keeper.

It was a well-behaved boat; it answered the helm and did not veer either way. It was unique in that it had two sterns, each end had a rudder that could be raised into the counter, and each end had a hydraulically driven propeller that rotated together whichever way the boat was travelling, and a control pedestal both ends. If you wanted to change direction, no need to wind, (difficult in the tunnel), you raised and locked the rudder, transferred the helm, lowered the other rudder and got under way.

A day or so later when we took the boat through the tunnel, two problems were immediately obvious. Firstly all the deck fittings were painted white; the boat was well provided with powerful lights, which reflected off the white paint and dazzled the steerer. That was fairly easily put right; we painted the larger fitting mat-black. The second problem was noise from the engine, not so easily solved.

The engine, an air-cooled diesel, was housed in a cabin towards one end of the boat. It provided the hydraulic power for propulsion and power to the lights. In trials on the river at Newark, noise was acceptable but in the confines of the tunnel it was deafening, communication was impossible. So we stuck sound-absorbing material wherever we could, but the air-vents were not easily solved with the resources we had at the time. As I remember we did make a slight improvement. About two or three months later I asked Bill Appleby how he was getting on with the new boat. He said various people had been to see it, but said that the local fire and rescue services had

taken a great interest; they used it for ‘training’!



If you have the earlier video version of ‘Seven Wonders of the Waterways’, the tunnel engineer, Malcolm Stakes uses the ‘Harecastle’ to go through the tunnel and give his commentary. I can recognise the handrails, not painted black.

In 1989 I moved to Gloucester and took early retirement in 1993, so I was not able to keep an eye on such an unusual craft. I did hear later on the grapevine that it had been taken away. So the mystery remains, what happened to the ‘Harecastle? I would like to think that it is doing useful work somewhere.

William Rowley

Paul Niblett came across this snippet while researching pottery in Stoke-on-Trent.....

EXTRACT

The Pottery Gazette and Glass Trade Review
1 November 1922, page 1711
© Lema Publishing

The Stoke-on-Trent Town Council, at a meeting held towards the end of September, considered a report by the Unemployed Joint Committee which specified a long list of road, drainage and general improvement schemes which might be put in hand immediately in the Potteries area with a view to providing relief work for the unemployed

Whilst on the question of possible schemes ... Alderman WE Robinson, at the October meeting of the Stoke-on-Trent Town Council, referring to the large sums that are about to be expended on unemployment relief, urged strongly that something should be undertaken in regard to the reconstruction of the waterways. He is reported to have said that plans are already in existence and that information that had been obtained at a cost of thousands of pounds was at present lying in the archives of Government offices. He thought that if the Stoke-on-Trent Corporation could induce the Government to deal with the question of waterways in North Staffordshire the local unemployed could be switched on to this work, and no one would complain if asked to contribute towards the expense. Work such as this would at all events be constructive and of benefit to the whole community. He moved a resolution: "That the Government be urged to consider the reconstruction of the canals and thus put in hand works which will be of the utmost commercial value to the nation."

At one time the question of the improvement of canal facilities between the Potteries and the respective ports was a much-discussed one, but more recently, since water transport came into special prominence, the question of the improvement of the local waterways has fallen much more into the background, and only comparatively recently a stretch of the North Staf-

fordshire Railway Co.'s canal from Trent Vale to Newcastle-under-Lyme has been drained and "shut down." Admittedly this was a practically unused stretch, and its relegation can hardly be regarded as having any bearing upon the general question of the improvement of the waterways in general.

When all is said and done, water transit is cheap, even though it is comparatively slow, and much Staffordshire pottery finds its way to the port, and much raw material is similarly received from the ports, by means of the canals. Therefore, Alderman Robinson's views on the subject are well worthy of serious consideration.

Middlewich Folk and Boat Festival

Fears of a diminished attendance because of the Middlewich Branch breach proved unfounded, the weather was kind (except for a thunderstorm on Saturday— our stall sheltered grateful passers-by!), and a good time was had by all.



*Photo,
Margaret
English*

2018 ALREWAS ARTS FESTIVAL

ALREWAS – on the Trent & Mersey Canal – will again be hosting its bi-annual week-long arts festival this year. Running from 25 August to 1 September, it has a great line-up of performances, including lunchtime classical concerts, a ceilidh, choral music, drama, poetry, folk and jazz.

There is also be a full programme of free workshops for people who want to have a go at anything from painting to photography, rag rugs to roses and castles, calligraphy to card art.

The theme this year is based on people who lived in the area in the past – so watch out for the odd Saxon or Viking. Also, refreshments at the Arts Café, plus the local pubs of course.

Thanks to fund-raising and sponsorship, all the events are free, but you may have to book in advance for some of the courses. Boaters are welcome, whether they are floating traders or visitors just wishing to enjoy and participate in the events. The concluding grand finale on 1 September 1 is open-air concert and firework extravaganza on the canalside sports field below Bagnall Lock.

More information and the full festival programme on: www.alrewas-artsfest.co.uk.



A canal photographic walk was a feature of the last Alrewas Arts Festival.

Photos courtesy of Waterway Images

ALREWAS DEVELOPMENT – NAVIGATION WHARF

AMONG a number of housing developments in the Lichfield/Fradley Junction area along both the Trent & Mersey and Coventry canals – both in progress and applied for – is one right next to Bagnall Lock, in Alrewas. An eight, L-shaped, group of what are described as ‘townhouses’ given the name ‘Navigation Wharf’, it fills in a piece of land between the A513, village bypass, and the current western edge of Alrewas.

Following an inappropriate title, the name - suggested by a local waterway historian and approved by the local authority – perpetuates a feature of the Bagnall Lock and Wharf complex, the ‘Navigation Inn’. Historically it was the ‘Jolly Sailor’ – which still exists as the towpath-side cottage below the lock – and was renamed, then replaced by a larger new Navigation Inn nearer to the road. This is now an Indian restaurant.

Another developer has applied for permission to build six bungalows on the land opposite, so the upstream approach to Bagnall Lock will be totally enclosed by buildings. Nearer to Fradley Junction, the Lichfield Branch of the Inland Waterways Association has objected to a development of an existing canalside pig farm. Linked to existing building, houses will line the towpath side of the Coventry Canal from Fradley Village to New Bridge (No.91), below the Junction. On the opposite bank, the old Fradley airfield is already being extensively developed.



*Navigation
Wharf
Bagnall
Lock*

Help Wanted

Can anyone help Mrs Jellyman?

Skerratt family, Cheshire/Stoke-on-Trent

I am researching my grandmother's family who were all boatmen working on the Trent & Mersey Canal during the 19th century.

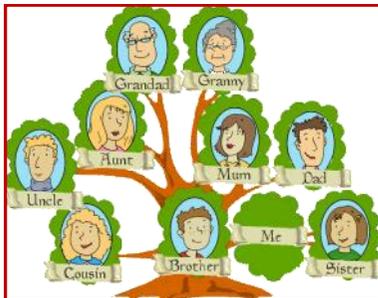
Their names were William Skerratt (1833 – 1882), Levi Skerratt (1835 – 1917), Henry Skerratt (1837 - 1852) and their father, Thomas Skerratt (1800 – 1839).

Most of the locations for births, marriages and deaths follow the route of the Trent & Mersey Canal from Hanley, Stoke-on-Trent (south) to Elton Moss, near Sandbach, Cheshire (north) .

I have also found during my research a reference in the Chester Chronicle dated 25 November 1836, referring to the captain of “a flat belonging to Messrs Skerratt and Davies of Winsford” who operated on the River Weaver circa 1836.

If any of your members are able to help with information on my ancestors, in identifying the Christian names of these trading partners, or the name of any boats they operated I would very much like to hear from them.

Thank you.



Geraldine Jellyman
geraldinejellyman@gmail.com

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MEMBERSHIP SECRETARY, SECRETARY AND GRAND TRUNK EDITOR	Margaret English, 10 Long Lane, Middlewich, Cheshire, CW10 0BL Tel: 01606-834471 Email:margaretetlm@hotmail.com
COMMITTEE MEMBER	John Tackley, River View, Leigh's Brow, Barnton, Northwich, CW8 4HT Tel: 01606 76204 Email jtackley@hotmail.com
TREASURER	Roger Evans, 10 Long Lane Middlewich, CW10 0BL Tel:01606 834471 Email: rogermartinevans@hotmail.com
MINUTES SECRETARY	Paula Jackson, 37 Weaverham Road, Sandiway CW8 2NJ Tel: 07740356286 Email paula.dreamcatcher@hotmail.co.uk
BURSLEM PORT REPRESENTATIVE	David Dumbelton, 32 The Lea, Trentham, Stoke on Trent, ST4 8DY Tel: 01782-641765, Email:david.dumbelton@gmail.com



July/August 2018

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

Bringing Boats Back to Burslem

Question

What do you think this is?



Answer

It's a tiny bird nesting inside the broken top of a T&M milepost (we're not going to tell you where)!

Photo: Steve Wheelton