

# GRAND TRUNK



## **Damaged Lock Gate at Swarkestone Lock**

**Immediately behind the cill marker sign is a metal plate bolted to the floor to which the metal retaining ring on the gate should be attached.**

***See p.14***

*Photo by Cynthia Brewin*

**March/April 2022**

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

## Chairman's Bit

First, I must apologise to anybody who came along to Red Bull on February 18th expecting to hear a talk about Warrington Transporter Bridge and found nobody there. Sadly, the speaker cancelled on the day because of Storm Eunice. I updated our website, and we tried to contact (by email and phone) everybody who we remembered attending the previous talk. I also considered driving to Red Bull anyway to be there “just-in-case” but was put off by the weather, so I simply asked the landlord to apologise on my behalf.



My apologies again to anybody who braved the weather and was disappointed, and “well done” to one person who rang me to check if the talk was still happening.

We have decided to try again with this same talk on March 18th, partly because so many people were looking forward to hearing this particular talk, and partly because the speaker scheduled for that date is uncertain whether they will be able to attend.

We are still organising the final details of our AGM, but it will take place at 11am on May 7th at Middlewich Community Church, with a tour of Murgatroyd's Brine Pump afterwards. See page 4/5 for more details. Please note that you will need to **BOOK IN ADVANCE** as we need to know the number for lunch and for the tour. Further details will be published on our website (see [www.tamcs.org.uk/diary](http://www.tamcs.org.uk/diary)) as soon as they become available.

This issue has another interesting “Our Early Days” article, this time about our founding. If you can write anything else about those far-off times, please let us know.

Also in this issue is the story of some recent damage to Swarkestone Lock. It was really great to be sent an article by a member who just wanted to let other members know what was happening in their area. More such articles would be welcomed.

## Editorial



Hello everybody! As the hurricane season creates havoc on the canals, I have to admit that we sneaked a trip to Ellesmere Port on *The Lady Beth* and it was deliciously quiet and very enjoyable. Unfortunately, we had a problem with our ignition key, which refused to turn. Two nice young men from RCR got us going by making the key permanently turned on, so we could operate it by turning the master switch under the deck on and off as required. It is now fixed and chairman Roger has bulging biceps from all that deck-board lifting!

***Thought you might be interested in the article reproduced below!***

### Anderton Boat Lift: Revamp of 1875 structure backed by MP

The Anderton Boat Lift was built in 1875 and was the first structure of its kind in Britain

The Anderton Boat Lift in Northwich, Cheshire, needs its hydraulics and computer system repairing, the Canal and River Trust (CRT) said.

The engineering wonder, which sits on the Trent and Mersey Canal, was built by Edwin Clarke in 1875.

Northwich MP Mike Amesbury said CRT had "untapped potential" to use the attraction as an educational facility.

The lift, which is known as 'Cathedral of the Canals', takes boats and barges from the River Weaver Navigation to the Trent and Mersey Canal.

More than £7m was raised to fund a major restoration in 2000 after it was unused for almost 20 years.

The iron spider structure is also a visitor attraction but the lift needs a "huge sum" to sustain its use, Mr Amesbury said.

He said the CRT had told him the lift's computer system was "past its sell-by date" and the wiring needs replacing, among other repairs.

The MP said he would bid to the National Lottery Heritage Fund to cover part of the costs.

"The Canal and River Trust believes the attraction has untapped potential as a visitor attraction and as an educational facility for enthusing young people about science and engineering," Mr Amesbury said.

Proposals could also include updating the visitor centre for conferences, weddings, exhibitions and crafts, he added.

*BBC News 18/02/22*

## **TRENT AND MERSEY CANAL SOCIETY**

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

Members of the Trent and Mersey Canal Society are hereby given notice that the 2022 Annual General Meeting will be held at:

**Middlewich Community Church  
34-36 Brooks Lane, Middlewich, Cheshire  
CW10 0JG**

**On Saturday 7th May 2022 at 11.00 am  
(Room open from 10.30 for welcome tea/coffee)**

*A buffet style meal will be provided after the meeting, when further  
hot drinks may be purchased.*

**The visitor's car park will be available for attendees.**

**The AGM will take place in the minor hall followed by an escorted visit  
to Murgatroyd's Brine Pump.**

The site of the original Murgatroyd's, an open pan works at Middlewich, has long gone. All that remains is the original brine shaft and pump house, the last monument not only of open pan salt working but of the chemical industry in Middlewich. Murgatroyd's Brine Pumps are the only intact, in-situ, wild brine pumps in the UK and the only above-ground remains of Murgatroyd's Salt & Chemical Works. They represent the culmination of over two thousand years of Salt making in Middlewich and the first stages of an emerging Chemical Industry.

The shaft was hand dug in 1889, one of the last in Cheshire to be excavated by this method as borehole technology took over. The Gantry is of the same date and was used to put the first pumps, then steam driven, into place and was used thereafter to maintain the pump rods going down into the 274ft shaft. This shaft was the first to find the brine stream that fed the salt works in the town and helped to identify the geological fault line through the town. The discovery of the brine stream was also highly significant because of its very high quality and, as a result, other companies realised the potential that Middlewich offered in natural resources and moved into the area.

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 Saturday 16th April 2022, otherwise any motion or nomination cannot be accepted.

Everyone is welcome, **but we do need an idea of numbers** for catering purposes. We also need to know if you have any special dietary needs. Please therefore let Roger and Margaret know before 23rd April (by phone or email) if you will be attending the AGM, would like to go on the tour, and any special lunch requirements.



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 2022 edition is **18/04/2022**

## The Anderton Boat Lift - a postscript

### ***Anderton Boat Lift and the Murgatroyd's Brine Pumps connection.***

Articles about the Anderton Boat Lift have featured in the last two issues of Grand Trunk

Murgatroyd's Brine Pumps, at Middlewich in Cheshire, are Britain's last intact brine pumps standing on their own, hand-dug, brine shaft and are another reminder of the work of George Murgatroyd, of Emmerson, Murgatroyd Company who were involved in the construction of the Anderton Boat Lift – see [https://www.gracesguide.co.uk/File:JD\\_2013\\_Anderton08.jpg](https://www.gracesguide.co.uk/File:JD_2013_Anderton08.jpg) for a picture of the plaque.

George purchased the former Newton Farm on a speculative basis and immediately employed a team to dig a shaft. The first shaft was completed in 1889 and revealed the source of very high quality brine which previous salt works knew to be in the area but which they had been unable to find. The shaft, which is 8ft square at the top and 4ft square below, descends to a depth of nearly 300ft.

A steam driven pump was installed and a traditional open-pan brine works, processing the brine from the shaft, was built.

Murgatroyd's discovery of a rich brine stream, with its seemingly inexhaustible supply, brought hope to Middlewich which had suffered from reduced activity in the salt trade losing out in the mid-1800s to the nearby towns of Northwich and Winsford. At this time the British chemical industry was in a quite primitive state but the 1860s saw a rapidly increasing demand for the chemicals derived from brine and for alkali in particular and a number of modern chemical plants were established to meet the demand.

The Cheshire Alkali Company at Middlewich had established an ammonia-soda plant using the Leblanc process in 1887 and Murgatroyd no doubt keeping a keen eye on the growing demand, led him to set up the Murgatroyd Ammonia-Soda and Salt Syndicate in 1892. This was a large ammonia soda works which was next to his salt works. Middlewich became a centre of alkali and caustic soda production, as well as many other salt-related activities.

The newly established soda works and the saltworks had their own sidings

off the Sandbach – Northwich rail line and a spur on the Trent and Mersey Canal behind the King's Lock Chandlery and the Kings Lock Inn near the junction with the Wardle Canal.

The number of salt-related activities increased and in 1899 the growing number of salt works and soda plants in the area were joined by the Electrolytic Alkali Company which set up a plant for the electrolysis of brine at Cledford Bridge next to the T&M canal to produce a number of alkali chemicals including chlorine gas, soda ash and caustic soda. All products were required to feed the emerging new factories in the North West, producing soap at Warrington, Widnes, and Port Sunlight, candles at Port Sunlight, and the major glass plant in St Helens.

This demand for the by-products of brine led to a dramatic increase in the population of Middlewich, the 1891 census tells us that the population of Middlewich was 1283 but this had risen to 4,669 by the 1901 census with a large number of inhabitants recording their occupation as “chemical worker”.

Unfortunately George Murgatroyd died from an overdose of Belladonna in 1894 and the ammonia-soda plant was sold to Brunner-Mond. Murgatroyd's saltworks continued in production with over 50% of its salt being sent to Manchester to the dyeworks of Murgatroyd's former partner, and remaining owner, Ivan Levinstein.

In 1932 the first of the two existing John Thom electrically driven pumps was installed to work in tandem with the steam pump. Then in 1950 Murgatroyd's Vacuum Salt Co – producing vacuum salt, chlorine, caustic soda, hydrogen, hydrochloric acid and sodium hypochlorite - was established at Elworth and in 1953 the second remaining John Thom pump was installed and the steam engine was dispensed with.

The final piece of equipment to be installed was a submersible electric pump which was put in place in the 1960s to enable the company to pump more brine to the salt works and to the new chemical works - although the Murgatroyd's salt works then closed in 1966.





In 1977, because of the problems caused by subsidence in the Cheshire brine field, legislation was introduced to stop ‘wild brine’ pumping and from that time brine has been obtained by controlled pumping elsewhere using water pumped down into the salt layer and extracting the resultant brine.

Since the pumps stopped operating in 1977, they underwent a period of deterioration and no work was carried out on them until the first stage of the restoration project began in 2011.

Thankfully, following their registration as an ‘at risk’ scheduled monument, and with funding from the Association for Industrial Archaeology, Cheshire East Council, Historic England, Middlewich Town Council, and the National Lottery Heritage Fund, Middlewich Heritage Trust has renovated and preserved the pump site for future generations.

We welcome visitors to the pumps, either individually or in groups, but as a registered charity we do ask for donations to finance the upkeep of the site. For further information, please see [www.middlewich-heritage.org.uk/art-murgatroyds-brine-pump/](http://www.middlewich-heritage.org.uk/art-murgatroyds-brine-pump/)

***Mike Walton***



## Shardlow and Swarkestone Cranes

*Following the article in the last issue, the cranes were inspected by Dave Brewin and Vaughn Wheatley.....*

I'll start with the good news – I inspected the Shardlow crane the other day and it is in sound condition. It could perhaps do with a hose down and re-paint but any work required is purely cosmetic.

For the Swarkestone crane the news is not so good. As mentioned in an earlier email rot in the jib is well advanced, particularly at the point where it enters the lower socket. The rot extends some way up the jib although not as deep as around the socket.

As you can see from the photo some wood has already been lost at the point the jib enters the socket so that the jib is now a rattle fit. I was able to insert a screw driver for several inches into the wood with minimal effort..



I therefore think the jib is beyond repair and needs taking down before it becomes a safety hazard to passing boats. Swarkestone Boat Club can do this although I can't promise exactly when but should be before we get into "boating season".

*Dave Brewin  
Photo by Vaughn Wheatley*

## **Spain's Stoke-on-Trent?**

Last December we flew south and spent a week in the Spanish city of Seville. Every day we walked for miles exploring the city and walking beside the river Guadalquivir which is navigable from Seville to the Atlantic Ocean in the province of Cadiz. In Roman times it used to be navigable inland as far as Córdoba.

In Seville the river is popular for paddle-boarding, canoeing and sculling as well as for cruising and the trip boats appeared to be doing very good business even in December.



During one of our walks by the river we decided to visit the Andalusian Centre of Contemporary Art. You can imagine our great surprise when we entered the complex which is housed in what used to be the Cartuja monastery to see six bottle kilns similar to those we had seen in Stoke-on-Trent many years ago.

We have since discovered that in Victorian times a British industrialist named Charles Pickman moved to Seville and opened a shop selling ceramic tableware. It was such a success that he decided to set up his own pottery in the city and manufacture the products he wanted to sell. In 1840 he purchased the then disused Cartuja monastery on the right bank of the river and transformed it into a pottery.



The first Technical Director was Charles' brother-in-law Benjamin Harris who was a potter from Longton – one of the “Six Towns” of “The Potteries” now known as Stoke-on-Trent. From Longton Benjamin sent letters to Charles with information about pottery-factories and technical details about bottle kilns and bottle-oven design.

During the first years of operation some English workers from north Staffordshire were employed in the pottery in Seville to teach the Andalusian workers and by 1871 the Cartuja Pottery was the preferred supplier to the Royal Household. The pottery continued operating on the site until 1982 when it moved to a new out-of-town plant.

We really enjoyed our stay in Seville but we certainly didn't think we would see Stoke-on-Trent style bottle kilns during our visit!

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

## Burslem Port Update



### WORK PARTIES

I must pay tribute to our work parties for the superhuman efforts they made to prepare the site for the *Heritage Open Day* on Sunday 19<sup>th</sup> September. The event was highly successful with over 100 members of the public taking part. They were treated to musical entertainment by the Boat Band and Bakers Choir; were able to sample charcoal bread which tasted better than it looked; *Middleport Matters* attended and gave people the opportunity to comment on the draft Middleport Neighbourhood Plan; and the oatcake boat *Que Sara Sara* moored at the end of the site. This was so popular that they ran out of oatcakes! Their presence made the day for me, topping up my energy for the 4 guided walks that I led. Altogether, 40 visitors signed up to be put on our mailing list.

### THE FOOTSTEPS PROJECT

Work began in earnest on the *Footsteps* pathway in October. It began with a visit by volunteers of the *Waterway Recovery Group (WRG)* who managed a mini camp of 3 days. They concentrated on the section from the footbridge to the warehouse. Amazingly, in the limited time, they managed to fit the edge boards, lay the waterproof membrane and also the two layers of white stone chippings, leaving just the topcoat to be put down by Nick Townsend and Joe from Naturescaping. The work involved using the tracked barrow and several hand barrows to bring the stone from the stockpile at the bottom of Luke Street. Several members complained that their arms were much longer when they left! They were accommodated in the excellent community hub adjacent to St, James Church, in Newchapel - fittingly the site of the grave of the great canal engineer, James Brindley. We were grateful for the help of Port Vale FC who made their showers available at the end of each day,

Nick and Joe then took over. The remainder of the path was laid by them. It took them 29 days working 8.30 am to 4.pm each day. Fortunately, the weather was largely dry, but the early onset of darkness limited the hours available. The end product is a very fine pathway. For all the activities mentioned above, we were very grateful for the organising skills, advice and guidance of Laura Wigg-Bailey who ably filled the gap left by Steve Wood's departure. We are also grateful for the help of Ron and Debbie Garlick of Potteries Waste Ltd, owners of the wharf and warehouse, who supplied all the aggregate at a very generous price.

## **OTHER ACTIVITIES**

Just before the path was completed, a *Nature Walk*, was organised in association with the Staffordshire Mammal Society. This attracted about a dozen people. They were able to record the existence of a higher number of animals than usual, showing a rare, good example of an inner-city habitat. This is useful information to incorporate in our future plans and ticks a number of essential boxes.

Whilst all this was going on, we began the **Wharf and warehouse feasibility project**, funded by the Architectural Heritage Fund. This is looking at alternative uses for the former Shropshire Union warehouse and wharf. Before Christmas, Wolstanton Architects Ellis Hillman presented their first draft plan which includes a turning bay and lay by for visiting boats and new uses for a remodelled warehouse. In January, the process continued with the visit of a valuer. Meanwhile, Patrick Moss of MNY Consultants, has been working to produce a Masterplan to guide the future development of the Burslem Port project.

I would like to thank all those who have supported us via Potto Lotto. The sum raised so far is. £2427. I hope you will continue to support us as we go forward. One of our supporters won £25 this week.

## **FUTURE UNCERTAINTIES**

It is ironic that, whilst all this positive activity has been taking place, we have lost most of our key trustees and active supporters. This leaves just two original trustees, our founder David Dumbelton and me. I have decided that the Trust is not viable in these circumstances.

Although we will continue to work towards finding a way forward, perhaps by amalgamating with another society, I have decided to retire as trustee and chairman at the end of April. This gives us a target date to work towards. We will complete the interpretation aspect of the Footsteps project and continue to fulfil the requirements of the Architectural Heritage Fund with the warehouse project. The Masterplan will also be completed outlining a way forward for the Burslem Port Project. If you have any ideas or can volunteer to take on any task, however simple, please get in touch with me.

*Roger Savage*

Chairman

## *Southern Stoppages*

The more eagle eyed readers of the CRT winter stoppage list may notice that boating at the southern end of the T&M is pretty much impossible due to three lengthy stoppages within 4 miles of each other, none of which are down to planned winter maintenance.

The first is at bridge 13 where the busy A514 crosses the canal. It is only about three years ago that a car demolished the bridge here, depositing the car, its occupant and an unfortunate passing pedestrian into the canal. This time the car, a high powered BMW remained perched on the bridge parapet but the only recently rebuilt brickwork and metal railings are very definitely in the canal again. CRT have removed the railings but the “stoppage” notice warns boaters to pass with extreme care as the brickwork is yet to be recovered,

The second is a few hundred yards above Stenson Lock where Network Rail are repairing the railway bridge that carries the Derby to Birmingham railway line over the canal here and the stoppage is not due to be lifted until the end of March.

The third involves my local lock by bridge 14 at Swarkestone. I was sat on my boat in late afternoon on 10th February when I heard raised voices from the direction of the lock. This is not unusual so I didn't pay much attention. A couple of minutes later a boat cruised past which did get my attention due to the speed it was travelling. Looking back at the lock something was obviously amiss with the top gates so I went to investigate.

A sorry sight greeted me as one of the top gates was drunkenly wallowing in the lock entrance. (*see front cover– Ed.*). It was clear that there must have been some considerable contact between the boat and the top gate as part of the retaining collar that attaches the gate to the lockside was sheared off. I rang the CRT helpline to report it and, less than an hour later, it was on the stoppage list. Further inspection in daylight over the weekend revealed that the site of the fracture was displaying only about 20% bright metal. The other 80% or so was heavily pitted and corroded and had perhaps been cracked for some time, although completely invisible to the naked eye, so it seems this was a long standing issue that just required a boat impact to fracture the remaining portion of the collar.

I met a helpful CRT employee who seemed pretty pessimistic about the chances of a speedy repair as all resources were currently employed on planned winter maintenance. One thing that is clear is that my plan to introduce my three year old grand daughter to the joys of boating this half term are on hold.

*Dave Brewin*

***Front cover picture:***

Immediately behind the cill marker sign is a metal plate bolted to the floor to which the metal retaining ring on the gate should be attached.

***Fracture site close-up***







## **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**

### **LOOK OUT FOR THE HIGH-VIS VOLUNTEERS!**

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.

**Contact: John Lawson**  
**07940 878923 [John.Lawson@waterways.org.uk](mailto:John.Lawson@waterways.org.uk)**

## **January work party**



Having completed all tasks on Locks 44 and 45, we moved down the canal at Red Bull to Lock 46 for our first Work Party of 2022. The weather in January is always unpredictable, with a cold but dry day forecast and so it proved. Our dedicated group of eight enthusiastic volunteers set to work preparing the lock, scraping, wire brushing and sanding all the wooden and metal surfaces.

The temperature was below the minimum required for the application of any paint but the day was very well spent and all the effort put in ensured that on our next visit, the lock will be ready for painting.



*John Lawson*

## **February work party**

The intrepid volunteers were ready and willing to commence painting the prepared metalwork on the only (mostly) dry day of the week. Unfortunately CRT were conducting a survey of their life-jackets, so none were available—work party cancelled.

## **'In the Beginning' T&M 50 Years Ago**

By 1971 I was an employee at Willow Wren Kearnes Hire Boat Company at Middlewich.

In 1973, Telford's Harecastle tunnel closed to navigation due to a roof collapse. This caused enormous disruption to the itinerary of the hire boat companies. However, there was no plan to reopen the tunnel.

Heather Chaplin, purveyor of coal from her narrow boat, was well known on the T & M. She was instrumental in introducing me to Bob Shopland, editor of Waterways World who supplied Willow Wren with monthly magazines for sale in their shop. We discussed how important the T&M was to the continuation of the growing leisure industry on the canal system at that time.



An interview was arranged for me to talk on Radio Stoke to raise awareness of the historic importance of T&M not only for the growing narrowboat leisure industry but for the historic development of the 'Potteries' transport and trade of goods in those early days. Bob wrote a column for the magazine asking for interested parties to contact me with a view to forming an action group and Canal Society to get the tunnel reopened.

It wasn't long before I received a letter from Mike Mitchell, an enthusiast from Long Eaton and chairman of the Grantham Canal Society who was obviously very much a 'committee man' with a wealth of experience in getting things done!

On New Year's Eve 1973 the doorbell rang and there stood our third recruit, Graham Hovey, director of Zan Ltd of Wheelock, a keen canal enthusiast with business acumen. We had much to discuss and Graham eventually left in the early hours of New Year's Day 1974!

Graham suggested we call an inaugural meeting in a local pub. We booked the Red Bull, Church Lawton. It was arranged for 2nd February 1974. The capacity of the room was small, to accommodate about twenty people. Fifty enthusiasts squashed into this tiny room!

Malcolm Gray was at this meeting. He suggested we organise a boat rally for 1974 to be held at both ends of the Harecastle Tunnel to draw attention to the uncertain future of the T&M canal. This bold plan ignited much enthusiasm and Malcolm was duly elected chairman of the Rally committee. We needed a President. Malcolm contrived an interview with a member of the Wedgwood family and our president was born. We soon had an army of enthusiasts.

We were now able to form a committee. We had no funds, so we held informal boat gatherings & BBQ's and sold raffle tickets. An embryo shop was formed from nowhere and we begged and sold canal memorabilia. Many curious boaters stopped to see what we were about and pledged support. Builder Pat Osborne and his wife Millie on narrowboat 'Deinos' joined us at Wheelock and became very prominent workers and fundraisers for the society taking over the society shop and regularly attended working parties. No one could resist Millie when she flourished her book of raffle tickets! After their death, the IWA and the T&M society raised a memorial plaque to them for their contributions to the T&M.

After the success of the Harecastle rally and the subsequent reopening of the tunnel I felt that I had achieved my objective in forming the society and decided to retire, Roger Lee had other ideas and made me honorary vice president. The problem was that the T&M was 93 miles long. Too long for a central committee to handle. We formed a Northern and Southern Committee, Malcolm Gray as Northern chairman and Roger Lee in the south.

It wasn't long before Roger coerced a reluctant Harry Arnold to join the society as publicity and fundraising expert. He took over our very amateur magazine 'Towpath', updated it and renamed it 'Grand Trunk' to become the popular magazine it is today.

I had achieved my goal. Our President was an influential Wedgwood. We had two flourishing committees, a growing number of enthusiastic members with many skills and an increasing bank balance.

The T&M was saved. Our society was successful and in good hands thanks to the determination and hard work of many friends here named and unnamed. Alas too many to count. *May the Society long continue.*

*Steve Guest Vice President T&MCS*



*See you in the Autumn!*

## **Social evenings continue**

We are continuing our planned programme of meetings at our usual venue in 2022.

7.45pm for 8pm in the upstairs room.

**Red Bull Public House  
Congleton Road  
South,  
Stoke-on-Trent  
ST7 3AJ**

## **Gillian's plea**

I have been arranging the talks for TMCS since 2011.

The talks had become a bit lack lustre and I brought some enthusiasm and interest to this role with a result that attendance grew through the diverse speakers and topics I ferreted out.

My interest and enthusiasm has waned, I have run out of ideas and "friends" to approach and we need someone new in this role.

It doesn't even need to be a current TMCS member.

If you know of someone who would bring new blood, a new outlook, is innovative and who would welcome the challenge then please approach them or pass them this article to read - the worst that can happen is that they say no and maybe it will be just the opportunity they would welcome to get them out of a rut!

Please give this some thought.

Gillian Watson



## Trent and Mersey Canal Society - Annual Accounts

	<u>2021 Accounts</u>	versus	<u>2020 Accounts</u>
<b><u>Income</u></b>			
Bank Interest	Nil		Nil
(Note 2) Gift Aid	£181.25		£281.99
(Note 3) Grand Trunk Magazine Advertising	Nil		£100.00
(Note 4) Membership Subscriptions	£1,410.00		£1,190.00
Donations	£160.01		£210.05
(Note 5) Fund Raising	Nil		£33.00
(Note 6) Sale of Goods	£60.00		£17.00
	===== > <b>£1,811.26</b>		===== > <b>£1,832.04</b>
<b><u>Expenditure</u></b>			
Accountancy	Nil		Nil
AGM & Annual Report	Nil		Nil
(Note 7) Grand Trunk Magazine	£1,010.84		£1,122.42
(Note 8) Insurance	£168.00		£398.72
(Note 5) Meetings (Speaker, Room Hire)	Nil		£25.00
Prizes and Engraving	Nil		Nil
Publicity & Recruitment	£4.66		£0.59
Sales (Stock, Postage)	Nil		Nil
Subscriptions to other organisations	£81.50		£71.50
Sundry Expenses	Nil		Nil
	===== > <b>£1,265.00</b>		===== > <b>£1,618.23</b>
	<b>Surplus in 2021 (before</b>		<b>Surplus in 2020 (before</b>
	<b>Campaigns &amp; Donations) £546.26</b>		<b>Campaigns &amp; Donations) £213.81</b>
<b><u>Campaigns and Donations</u></b>			
(Note 9) Burslem Port Trust	Nil		£4,000.00
Cheshire Locks Campaign	Nil		Nil
	===== > <b>£0.00</b>		===== > <b>£4,000.00</b>
	<b>Final Surplus in 2021 £546.26</b>		<b>Final Loss in 2020 -£3,786.19</b>

### Notes

- 1) This note does **NOT** appear in the accounts as there was no expenditure in 2021, but it is noted here as a reminder. When Anderton Boat Lift Trust closed down, they left the residue to us. It is ring-fenced for use **ONLY** at Anderton Lift.  
Total amount ring-fenced for Anderton Boat Lift (ex-Trust) **£1,601.28** **£1,601.28**
  - 2) Gift Aid was lower in 2021 because only 60% of members who had completed Gift Aid forms for the old TMCS charity completed Gift Aid forms for the new TMCS society.
  - 3) Grand Trunk Magazine Advertising was nil in 2021 as they renewed early in November 2020.
  - 4) Membership Subscriptions were higher in 2021 because we had 2 new Life Members.
  - 5) Fund Raising and Meeting Costs were both lower in 2021 as we only had 1 meeting (2020 had 2 meetings).
  - 6) Sales in 2021 were still very low (no stall outings), but slightly higher. We sold 2 fleeces plus a few donated books.  
Total Nominal Value of stock at the end of 2021 **£540.00** **£590.00**
  - 7) Grand Trunk Expenses were slightly lower in 2021 as we needed fewer stamps.
  - 8) Insurance was lower in 2021 (£168 for 2022) as we paid for 2 years in 2020 (£230.72 for 2020 + £168 for 2021).
  - 9) Campaigns and Donations - None in 2021.  
Donations in 2020: Burslem Port towards the cost of digging trial pits to assess the cost of disposal of the infill.
- Bank Balance at the end of year **£11,238.76** **£10,692.50**

# CANAL CRUISING COMPANY LIMITED NARROWBOAT HOLIDAYS



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**TRENT AND MERSEY CANAL SOCIETY**  
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*The Trent & Mersey Canal Society is proud to  
continue supporting Burslem Port*

*Bringing Boats Back to Burslem*

## ***STOP PRESS!***

### Swarkestone Lock Repairs Completed



The lock is now back in action after a CRT team completed the repair on 22nd February.

Late last week a new plate and upstand was fabricated and fixed in place. Releasing the 4 nuts that held the old one in place took several hours and copious amounts of heat to free the nuts.

The gate was winched into position and the retaining collar undone, placed around the new upstand and fastened together again. All in all a pretty impressive job from CRT, who I have criticised often in the past but credit where it is due.

There is talk that the new mild steel plate and upstand will need to be replaced with a cast iron one at some time to preserve the heritage of the lock. It seems a bit excessive to me given that the vast majority of people will never notice the difference!



*Dave Brewin*  
*Photos by Vaughn Wheatley*