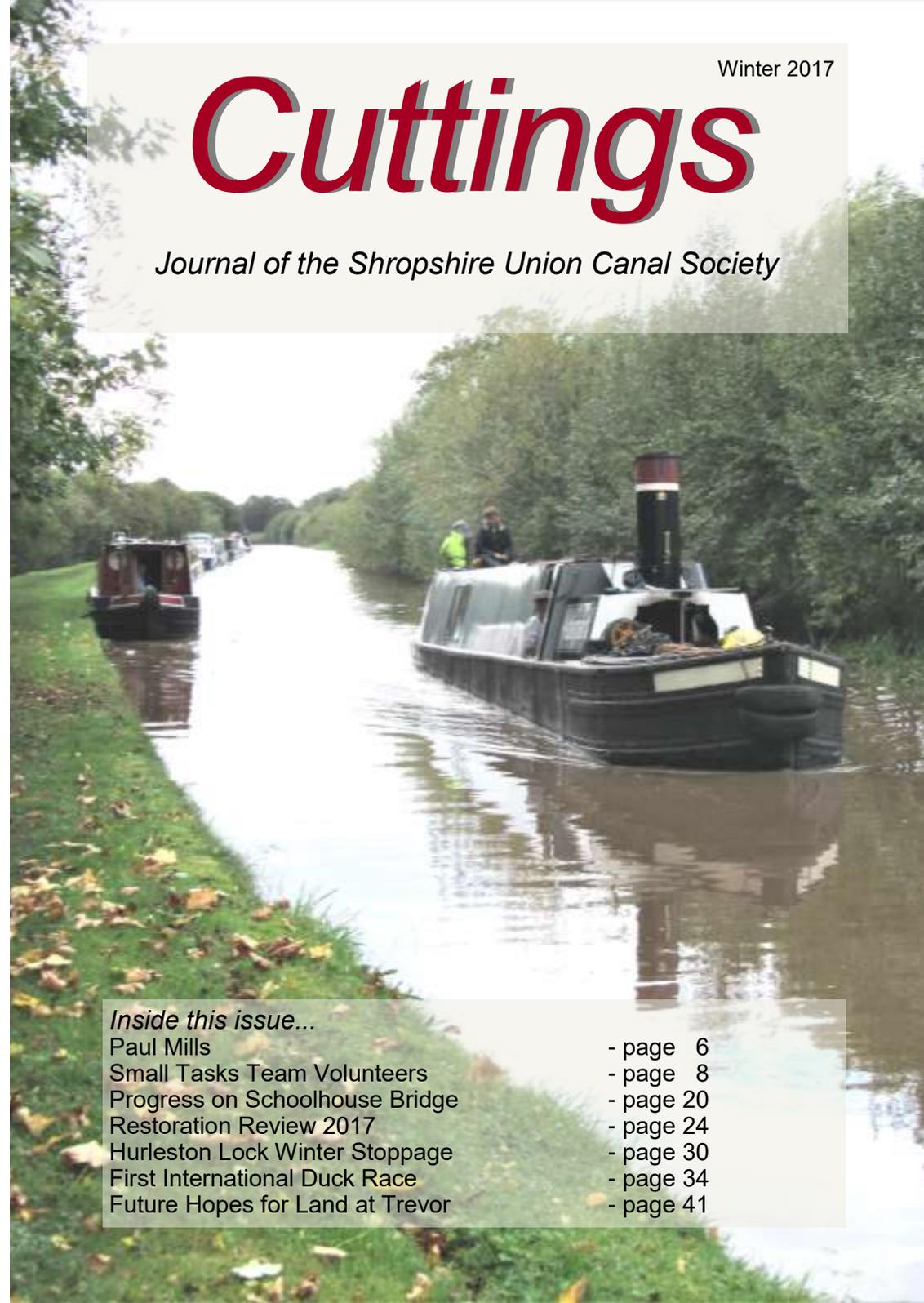


Winter 2017

Cuttings

Journal of the Shropshire Union Canal Society



Inside this issue...

Paul Mills	- page 6
Small Tasks Team Volunteers	- page 8
Progress on Schoolhouse Bridge	- page 20
Restoration Review 2017	- page 24
Hurleston Lock Winter Stoppage	- page 30
First International Duck Race	- page 34
Future Hopes for Land at Trevor	- page 41

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COVER PHOTO

Steam tunnel tug Adamant at Calveley
© Chris Owen-Roberts



Cuttings

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Contents



Chairman's Report	4	Sunset at Beeston,	
Editorial	5	'Harry' at Swanley	38
SOCIETY NEWS		Future Hopes for Land at Trevor	41
Paul Edward Mills 1941 - 2017	6	New Café Boat by Pontcysyllte	42
Restoration Review 2017	24	MONTGOMERY CANAL	
Cholmondeston Lockwind	29	Progress on Schoolhouse Bridge	20
SUCS AGM	31	Music for the Monty	36
Stamps Coins & Post Cards	36	Montgomery Triathlon	33
Membership News	38	Brain of Monty Quiz	41
Dates for your Diary	44	HISTORY	
Recycling	44	Ellesmere Canal - Part 4	9
Work Party Dates	46	Memories of Frankton	13
Collection Boxes	46	1910 Canal Fleet	22
Christmas is Coming!	43	Crime on the Shroppie - Part 6	26
CANALS NEWS		BITS AND PIECES	
Small Tasks Team Volunteers	8	Articles for Cuttings	45
North Wales & Borders Showcase	18	Contacting Cuttings	45
Goodbye and Hello	29	Copy Deadlines	45
Hurleston Lock Winter Stoppage	30	Advertising in Cuttings	46
First International Duck Race	34	Discounts from Advertisers	46
Audlem Gathering July 2017	35	Support our Advertisers	46
		Membership Form	47

Canal & River Trust

In case of need, the Canal & River Trust contact number is 0 30 30 40 40 40



Chairman's Report to the AGM

21st October 2017

This last year has seen a number of highs and lows as far as the Society is concerned.

The restoration of the Montgomery Canal has regained the enthusiasm that had somewhat diminished with the protracted ecological issues being largely resolved. We still look forward to the completion of channel works to Crickheath winding hole by 2020. To this end we have seen a return to a greater number of volunteers offering their services as well as a steady trickle of new faces eager to progress the work. Most, if not all, of our remaining work should be based around profiling the channel and laying the appropriate liner and overburden. Council's thanks should be expressed to the Project Manager David Carter for all the behind the scenes work he does as well as his band of willing volunteers.

The financial situation within the Society is somewhat alleviated at present now that the Society can tap into the HLF monies. However we are currently reassessing our financial position so that we are able to safeguard the more long term aspirations of the Society's restoration work.

It is pleasing to see the change of attitudes of the general public following CRT's drive to utilise more volunteers for maintenance work on the Monty. There are currently 5 volunteer groups operating with a proposal for at least another two to start in the near future.

Equally, I would suggest, the groundswell of enthusiasm for restoration of the canal is probably as high as it has ever been.

The Society's lockwinds still continue to be of considerable importance to the Society's coffers and a chance for the original 'lockers' to mingle with the increasing number of restoration volunteers taking part. Perhaps this is the opportune time to mention that Anne Lindop, who has contributed so much over the years, now feels that she should stand down from being a Trustee. Could I take this occasion to thank Anne personally and on behalf of the whole Society for her devotion to the cause for many years.

The Society continues to have an increasingly good working relationship with CRT. Whether through User Forums, the NWB Partnership Annual Showcase, to mention just two events we support, or our ability to now have a dialogue with senior staff managers and greater collaboration with the local staff. This has led to a sense within the Society that, after a somewhat fallow previous period as far as contact was concerned, we now feel confident that CRT really, like us, want the Monty restored!

We have also had a behind the scenes role in supporting CRT's application for a Green Flag award on the main line as well as having an input into the proposals for restoration to Llanyrnech and particularly the work being done

in setting up the Schoolhouse Bridge project. To this end we also support the Restore the Montgomery Committee in their attempts to find the money to achieve these objectives.

I have deliberately left the following topic to last and have no problem with closing this report on a sad note. As most of you will know Paul Mills died on 7th September after a long fight with illness. The Society was represented at his funeral by two Vice Presidents and the Chairman. A full report on his quite incredible contribution to the Society's wellbeing appears later in this edition of Cuttings but suffice it to say for now that Paul made an incredible impact over his twenty years as a Trustee of the Society.

Rich Hamp SUCS Chairman

Editorial

Welcome to the Winter 2017 edition of Cuttings. From waterways news to items of historical interest, we hope there is something for everyone in this issue.

There has been lots of activity in the Shropshire region in the last couple of months. The North Wales & Borders (NW&B) Partnership Showcase was held in Northwich on the 13th October (p18) and gave the opportunity to talk to a number of CRT personnel as well as businesses and organisations associated with the waterways. Then on the 21st the Society's AGM was held at Norbury (p31) which as well as satisfying the Society's requirements, gave the attendees an opportunity to see the vision and progress at Wappenshall Wharf on the Shrewsbury and Newport Canals.

On the 2nd November the twice yearly NW&B user forum gave us another opportunity to hear from CRT staff on progress within the area together with the chance to ask questions and comment on future plans. The NW&B Waterways Manager Wendy Capelle, who (in one of her many rôles) has played a key part in organising the user forums, is retiring at the end of the year. Her dedication to the region's waterways will be sorely missed. We wish her all the best for her retirement. David Baldacchino, Waterways Manager for the North West, is taking on the job in the interim.

Meanwhile work progresses well on the Montgomery restoration (p24) and the fundraising efforts to support the restoration have also extended in several new directions. Progress is also being made to fund the rebuilding of Schoolhouse bridge, a significant obstacle to the restoration.

We also say a sad farewell to Paul Mills (p6), whose unbounding enthusiasm for the canals helped establish so many of the facilities that the Shropshire system is famous for.

David and Chris Owen-Roberts
Editors of Cuttings



Paul Edward Mills 1941 - 2017



Paul Mills (photo courtesy Brian Holmes)

Society Fundraiser and Project Manager 1991 - 2011

Paul's name first appeared in the Society's records in late 1991 and he was co-opted onto Council as a Trustee in April 1992. From that date until his retirement from the Society due to ill health in 2011 when, in recognition of all his previous work he was made a Vice President, Paul committed himself to the organisation and its numerous endeavours to secure improvements to all sections of the Shropshire Union Canal system.



To this end he introduced a number of ground breaking new ideas starting at his first council meeting with the idea of 'blitzing' boats at marinas to increase Society membership and he suggested a number of businesses on the canal that should be approached as well as the collection of scrap metal to raise money.

Paul's almost whirlwind approach included too many aspects to cover here but the following gives a brief outline of some of his many contributions, starting with his creation of the Society's enhancement team with its initial project at Coole Pilate in 1995/6. This was followed by the creation of more than 30 visitor moorings on the main line as well as 8 on the Middlewich branch, over 35 on the Llangollen and 7 on the Montgomery. The concept and programme of installing memorial benches was another of Paul's achievements; over 40 memorial benches were sited during his time with the enhancement team. Only his tireless work on the planning and fundraising for the projects allowed them to be accomplished successfully.

Paul's involvement with the organisation of the Burgedin reopening event and the restoration and re-gating of Brynderwen lock in 1998, his behind the scenes involvement with the Society's Dinghy Dawdle, helping to organise the refurbishment of Llanymynech Wharf in 2004 as well as attending restoration work parties, displays some of his enthusiastic input to the restoration side of the Society's work.

On the main line, his introduction of the twice yearly Lockwinds did much to improve the Society's finances and created a friendly event for different Society members. He also instigated the idea of collection boxes throughout the system.

Paul's remit went much further than was immediately seen on the ground; for example his committed involvement in the Taylor's Yard Development Group meetings in the early 2000s, his behind the scenes work starting with Nantwich Boat Rally in 1993 and his extensive work on the Ellesmere Canal Festival and subsequent boat rallies there.

Paul's continued commitment to the canals can be seen in his creation of the Small Tasks Team Volunteers following his retirement from SUCS Council. Further evidence, if it were needed, of his boundless enthusiasm and his 'let's get the job done' approach to life. The continuation of the Small Tasks Team should be seen as a fitting memorial to all of Paul's substantial contributions to the canal system.

The Society extends their condolences to his wife Irene and his family.

Rich Hamp
Chairman SUCS



Small Tasks Team Volunteers

The group has continued to be busy over the last few months.



Finishing touches at Calveley

At the end of August the team did a number of jobs at Calveley including painting fences and totem posts and putting the finishing touches on the steps down to the towpath.

At the beginning of September we were operating the CRT trip boat "Bala" at Whitchurch during the boat rally. We had a busy couple of days, as the boat is always popular.

At the end of September we were at Swanley Locks for a two-day work party. The Locks were seriously in need of attention! Whilst some folk set to work cleaning the lock gates, others painted the fence round Lock 1, and re-fitted the fence at Lock 2 and painted it. Rain stopped the work at Lock 2, so a group returned to finish off later. Boats came and went as we worked.



Work at Swanley - before (left) and during (right).



Shortly after the work party we attended the funeral of our founder, Paul Mills. It was a moving tribute to his work over many years. We grieved of course, but felt sure that he would rejoice that the work continues!

October saw the team tackling Baddiley Locks 1 and 2. Again we did the work over two days, with 13 members attending on both days. Anything that needed painting was given at least one coat of paint! We had many compliments on our work from the many passing boaters and walkers.

We are always on the look out for new volunteers; anyone who would like to know more about our group please email john.riley295@btinternet.com.



Painting at Baddiley Locks



Ellesmere Canal - Part 4

Continuing the story of the Ellesmere Canal by E A Wilson with part four. It gives an insight into the costs involved in the construction – remember these are 1805 prices! Part three was published earlier in Cuttings Spring 2017 as "Ellesmere Yard in Earlier Times". Our thanks to the Shropshire Magazine for permission to reproduce the article.

How £459,461 was spent — they complained of labour shortage and high costs in 1805!

by E. A. WILSON, M.A.

Much interesting material can be obtained from old account books - the goods made and sold, the places from which materials were obtained or to which they were dispatched, the firms and people involved. Thus, with great interest I studied the "FIFTH HEAD" of the 1805 Report, which gave a "General Statement of the Ellesmere Canal Receipts and Expenditure," from the start to December, 1805. One must remember that figures given in these articles represent the value of money in 1805. Making allowance for this, it can be seen that the undertaking was colossal, as the total expenditure up to 1805 is given at £459,461.

Before the Canal could be built, it required an Act of Parliament. Every extension proposed needed a further Act. Surveys had to be made before the actual route was chosen. Landowners along the proposed route might haggle over the price of their land. Some might refuse to sell. The proposed canal might divide their land and they might insist that the Canal Company should build an "accommodation bridge" to connect the two parts. Many interests who feared loss of revenue, such as turnpike road trustees, had to be placated. All this preliminary work needed the offices of skilled lawyers, and the Report gives the following items:

- Messrs. Potts & Leeke. Clerks, Solicitors and Law Agents to the Company, for Salary from Jan. 1, 1794, to Oct. 1, 1805 £3,060 17 6d
- Ditto, professional charges for attending Parliament, and business done for the Company, from April 12, 1791 to Oct. 29, 1805 £3,156 6 0d
- Ditto, for sundry travelling expenses, expenses of witnesses and law payments, from April 12, 1791 to Oct. 29, 1805 £2,836 14 3d

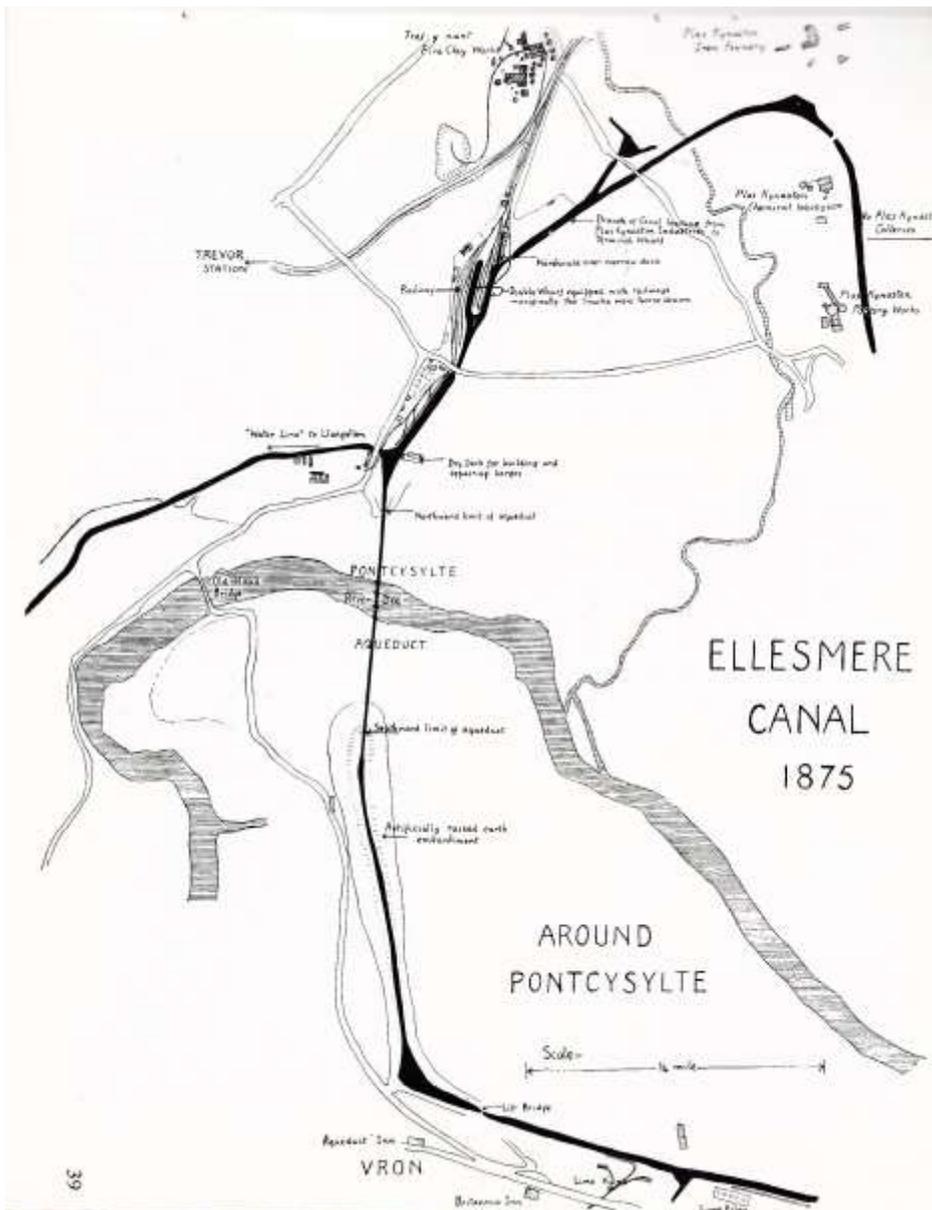
Business connected with Parliament is mentioned in the item:

Messrs. Whites of the House of Commons, for fees, expenses, etc
£1,802 1 6d

There are a number of entries connected with the surveying, making of plans and drawings, and similar matters:

- John Duncombe, for salary in making surveys, sections, plans, attending Parliament, and acting as resident engineer to the Company from 1791 to June 30, 1803, including all travelling and other expenses allowed him £4,402 2 5d





- Davies and Jebb, land surveyors, for making original plans and books of reference, also the subsequent ones, attending Parliament at sundry times, valuing land and damage during the execution of the work, and making plans of the Canal as completed, including expenses £3,010 9 10d

The total under the heading of "Land and Damages" is given as £40,744 5 9d, one item being the payment of £625 to Hughes and Dod, millers. Thomas Telford, the designer and architect of the whole scheme is termed the "General Agent," and he is mentioned as follows:

- Thomas Telford, as general agent from Oct. 11, 1793 to Dec. 25, 1805, as per his accounts, including his expenses upon the lines of the Canal £3,639 12 5d

Thomas Denson, who, on the completion of the Canal became the Resident Engineer is also mentioned:

- Thomas Denson, paid by the Treasurers from Jan. 1798 to Christmas, 1805 £1,782 3 2d

Canal shares were usually in denominations of £100. A deposit was payable when the shares were first taken. As the canal was built, "calls" of so many pounds per share were made on all shareholders until their shares were fully subscribed. If parts of the canal completed construction. The Napoleonic Wars, however, caused a labour shortage and a rise in the cost of materials. "Calls" had to be made frequently. Some shareholders could not or would not pay up, or delayed payment as long as possible. How common this was may be realised from the following entries:

- Collecting calls and sundry small Payments by Treasurers £2,800 8 0d
- Expenses in collecting calls and in attending Parliament, paid by Thomas Telford, as per his accounts £1,193 7 10½d

We find that although 3,330 shares were issued, only a small proportion of the total value was ever collected on 247½ shares. Most works were let by contract or paid for by "measure and valuation." Very little was done by direct labour. For instance, for the Wirral Line we find:

- Weston and Fletcher, for works performed partly by contract and partly by measurement and valuation £32,679 5 . 5d
- Works performed by measurement and valuation, under the direction of the Company's superintendent, John Telford £28,552 8 2d

One interesting item is: John Wilkinson for engine, etc. £1,576 0 6d. The Wirral Line was opened in 1795 before the other branches, and had to maintain its water supply by raising water from the tideway by a steam engine operating a pump. This ceased to be necessary when the whole system was completed. Total expenditure on the Wirral Line up to 1805 is given as £68,405 19 0d.

The accounts show that the Chirk, Llanymynech and Weston Line, not including the Chirk Aqueduct, cost £55,691. We are given the cost of certain materials used - bricks, stone, timber, quicksetts, lime, posts and rails. There must have been much woodwork as Thomas Thomas, carpenter, was paid £1,351 8 4d.

Samuel Betton seems to have contracted to do most of the Frankton to Tilstock, including the Prees Line. It included the difficult crossing of the Mosses and his bill came to £39,995 11 9d, out of a later cost of £49,194 odd.

continued...



John Lee was paid £234 6 6d for "wooden bridges, etc.", John Simpson £5,848 17 1d for the tunnel near Ellesmere and the usual canal bridges. The famous Shrewsbury ironmaster, William Hazledine, comes into the picture for the first time with a modest bill for £70 18 8d for "castings for swivel bridges, etc." The Tilstock Park to Nantwich portion cost £40,186 7 0d.

The most spectacular part of the whole canal, that beginning at the Chirk Aqueduct and finishing at Llantisilio, shows only two entries under "Chirk Aqueduct":

• Simpson and Hazledine	£19,055 0 10d
• William Hazledine, iron work	£1,843 11 11d
Total	£20,898 12 9d

Telford "cradled" canals over aqueducts in an iron trough. In this particular case, the section running over the aqueduct had an iron bed, but stone sides. The Chirk aqueduct is much wider than the Pontcysyllte aqueduct, in consequence. Beside the two aqueducts, there were two long tunnels, and nearly a mile of deep cutting, and the rest ran alongside steep banks. John Simpson, an expert in tunnel construction, received £3,258 4 3½d (why the ½d. ?) for making "tunnels, bridges and culverts"; Thomas Davies £6,119 10 2d for "cutting, etc."; while together Simpson and Davies received £20,554 13 1d for "tunnels and deep cuttings by measurement and valuation." The total of this difficult portion was £45,527 90½d.

At the southern end of the Pontcysyllte Aqueduct there is an earth embankment, 1,500 feet in length, and seventy-five feet wide, for which Davies was paid £8,570 15 8d.

This magnificent structure, opened to navigation in 1805, is a memorial to the genius of Thomas Telford, its designer, and the men whom he employed.

William Hazledine was paid £17,284 17 5½d for the ironwork. The accounts of John Simpson, mason, who was responsible for the erection of the arches, along with James Varley, were:

• James Varley, for masonry	£2,001 19 10½d
• Simpson and Varley, ditto	£10,445 14 7d
• John Simpson, ditto	£8,520 1 1d

William Smith was paid £46 15 10d for a model of one arch, and the grand total was £38,498 10 11d.

The heading, "railway" seems out of place in the Napoleonic Wars. It does refer to a rail way, but the trucks were horse drawn. Vehicles ran on rails, and it was usual in collieries and ironworks to transport goods for short distances by this method. The report says: "From the north end of the Pontcysyllte Aqueduct the Canal is continued for about three hundred yards, and there terminates in an extensive basin, formed so as to afford a double wharfage with iron railways. From this basin an iron railway has been laid and carried near Plas Kynaston Stone Quarries, through the Acrefair Collieries, and is to be continued to the Ruabon Brook. The length of the railway will be about three miles." The cost is given as £5,888 14 0d.

The last portion of this line led the Canal along the north side and nearly parallel with the River Dee for some six miles. Going through Llangollen it finished by making from Llangollen to Llantisilio, and a better setting for a pleasure trip would be hard to find. The cost of this "water line," i.e. the line which supplied the Ellesmere Canal with its water supply, was £10,724 12 10d.

An isolated canal, only three miles long was built near Wrexham, called the Frod Branch. It began "at some extensive Coal and Ironworks in that neighbourhood, and is no great distance from some Lime Kilns." The cost was £8,221 15 2d.

It has already been told how Canal Taverns, Houses of Clerks, Stables, etc., were erected at various centres, and a considerable number of lime-kilns and wharves along the Canal. The cost of these items was £9,968 13 4½d.

What a tremendous spate of activity is represented by these accounts! The whole of the scheme took only ten years to complete, in an age when manual labour was the rule and there were few labour saving devices.

Memories of Frankton

Peter Morrey has passed on to us some memories of his mother Connie's early life and experiences of Frankton Locks. Peter tells us "I wrote out my mother's story, and went in about 1986 to Frankton Locks with my wife, and saw the overgrown canal, and the cottage. We went towards the door, were met by a very pleasant young man, one of the employees of the Canal company, who was doing some strimming. We told him of my mother's story, he said he would investigate it at the office, and would contact us by letter. And he did just that. We spent the rest of the day around there, up at the church where both of mum's grandparents were buried, and then retraced the route to the station at Whittington, the Old Boot Inn, and Welsh Frankton. Our minds went back to those days in 1913!"



Connie's grandmother, on her mother's side, was Sarah, born in 1856, died in 1938, she was married to Thomas Price, who was the Lock Manager at Frankton Locks, Ellesmere.

Connie, aged 4, with her mother Agnes and her grandmother Sarah, in about 1913

continued...



Peter continues: Connie has said to me many times in the past that she could remember in detail about the times during the summer holidays in about 1913 to 1916, when she would visit her grandparents. Her mum and dad, Agnes and Percy Jones, would put her and her older brothers, Laddy, Ewart and Bobby, on the train in Wolverhampton, in the care of the train's guard, bound for the borders of Wales. Sarah would meet them some hours later, in her pony and trap, outside Whittington Station in Shropshire. Can you imagine that, Connie aged four years old, and her three brothers aged up to eight, travelling on the train without an adult?

Well, as Mum said, you can imagine the excitement, greeting her grandmother Sarah, piling out of the railway station into the horse and trap, one at a time. You had to put the luggage into the centre of the trap. Then the driver had to climb into the front of the trap; and, entering through the rear door, the children had to climb in one by one, sit down on the seats and then shut the back door. The driver would then have to make any adjustments to balance the load on to the centre of the two wheels, by shifting the children forward or backward, so that there was virtually no weight on the pony through the shafts of the trap.

Then they would be off, down the Station Drive almost to The Old Boot Inn, turning left and leaving Whittington and heading towards Ellesmere. The pony would start cantering along at about six or seven miles an hour. After about three-quarters of an hour, they would start to climb the hill toward the village of Welsh Frankton. The pony would be down to a walk now, and, to lighten the load on the pony, the children had to walk beside the trap until they reached the top of the hill. Saint Andrew's Church is on the left, which is where Thomas and Sarah Price were buried in June 1920 and March 1938 respectively in a grave marked 'The Manager Frankton Lock'.

They would turn right, and go down the country lane to Lower Frankton, then down a track which runs along the Llangollen Canal to where the Montgomery Canal begins. The lane then forks, straight on leading to the Lock and Basin Managers Office. Immediately beyond are two brick-built locks, with massive wooden gates at each end. Their purpose being to lower the water level by about sixteen feet so that it would be on a plane with the ground level.

Going back to the fork in the track, turning left leads down a sharp gradient to about ten feet below the level of the canal, and about twenty feet from the side of the canal. At this point you see the Frankton Locks Cottage; and that is where Thomas and Sarah lived. The ground floor of the cottage starts about ten feet, or thereabouts, below the water level of the canal, and the first floor windows of the cottage are about level with the ground on either side of the canal. There was a gap of about ten or fifteen feet betwixt the cottage and the canal bank. If one goes beyond the Locks Cottage, the next house you would come to would be, according to my mother, Uncle Harry and Auntie Polly Edgerton's black and white canal side house, and nearby boat building and repair sheds.



Thomas and Sarah's, Frankton Locks cottage, taken in 1989 (canal empty, the grounds rough).

My mother Connie told me there was a wooden bridge built, about twelve inches wide, between the canal bank and the upstairs window of the cottage, and a wicker basket was mounted on a wire and pulley system to

take the letters and other post across the bridge. A bell was mounted on the canal bank end. You can just imagine the complete thrill that this would cause. A very excited Connie would sit in the upstairs window for half an hour before eight thirty when the postman would come on his bike. When she saw him coming she would shout 'the postman's coming nanny', and the postie would ring the bell, put about a dozen letters in the basket, pull the string, and the basket would go across the bridge to the window. Connie would take the letters out of the basket, wind the basket back, and say 'Thank you Mr. Postman'.

Lock Manager's Cottage, from the canal side, showing the window from which the 'post track' was hung. In the distance is the house and boat building yard of Harry and Polly Edgerton



continued...



They used to have six weeks holiday there, you can imagine how much they used to enjoy it. Her big brother Laddie would take a flying leap, up and over the gaping chasm of the lock seven feet wide, and twelve feet deep, when Grampa was not about. Very frightening! Nearby, as mentioned above, was Harry and Polly Edgerton's cottage and boat building sheds. Harry Edgerton was rather an expert in carving wooden structures, and manufacturing copper kettles and other chandlery. He made a hardwood high chair for Connie when she was a baby, and also made a copper kettle for Connie's mother Agnes, both of which we have at home.

The Ellesmere Canal Company constructed the western arm called the Montgomery Canal in three stages. Starting out with the section in a southwesterly direction from the Franton Junction with the Llangollen Canal, passing Lower Frankton, with three road bridges, reaching Llanymynech by 1796.

A year later the construction was extended to Garthmyl, below Welshpool, with seven road bridges, and passing through beautiful countryside. A period of navigation by people and goods proved profitable, a new Act of Parliament in 1815 provided sufficient money to complete, within six years, the construction to Newtown.

The Montgomery Canal was now complete, passing by Oswestry, and Welshpool, and through the counties of Shropshire and Powys on its journey with twenty five locks, and passing over the River Vyrnwy, the River Severn and the River Rhiw, as it descended down to the Severn Valley.

In the nineteenth century the canal provided transportation for burnt limestone to the canal-side limekilns, to become agricultural fertilizer for farms far and wide. Thomas Price, my great grandfather and the Lock Manager, said that the fertilizer destined for farms went by horse drawn barge, mainly to local distribution points. It was occasionally taken up the Llangollen Canal to Whitchurch, then Nantwich, and, via the junction with the Shropshire Union Canal (Hurleston Junction), up by Wardle in Cheshire. At which point the barge could either turn right for Market Drayton and points south for the Midlands, or north either to Wales or to Ellesmere Port, and then by coastal cutters to Northern England.

Payloads for the return journey would either be made up of timber, from sea going ships, or, from Staffordshire, there might be leather goods from Walsall, locks from Willenhall, nails from Wombourne.

Thomas Price died on June 27th 1920, and was buried at the Church at Frankton. However, he was probably not replaced, as the profitability of the canal was in decline. His wife Sarah was to live at the cottage nearly until her death at the age of 76, in 1936. By the early 1920's, the struggling Montgomery Canal, which by 1923 was owned by the London, Midland and Scottish Railway Company, was no longer viable. The canal was finally abandoned in 1944, following a breach of the waterway at Perry Aqueduct just below Frankton Locks.

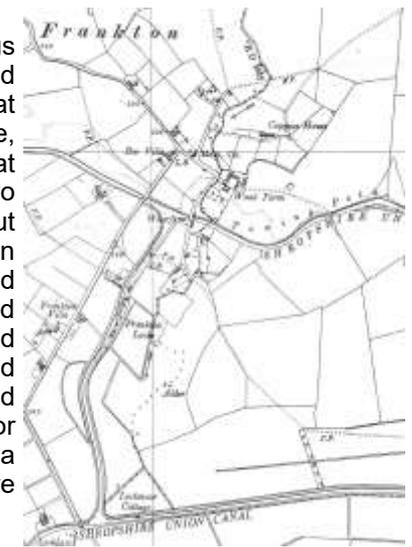
In 1969 interest in the Montgomery Canal was raised as the result of proposals being made to build a by-pass at Welshpool, along the line of the canal. A group of enthusiasts from the Inland Waterways Association, the Shropshire Union Canal Society, and the local community, numbering around two hundred, set to one weekend, and cleaned out the canal, and reopened the section to boats.

A seven miles section of the canal, north of the town, to Wern near Burgeddin locks, financed by the Prince of Wales' Committee, was completed. Then a gang of volunteers got involved in the restoration of the locks at Carreghofa and Frankton Junction, with major works carried out by British Waterways.

The Montgomery Waterway Restoration Trust was established in 1980, with the intention of guiding and progressing future restoration. An Act of Parliament to re-open the canal was prepared by British Waterways, and was passed in 1987.

Returning to Connie, her father, Percy Jones, lived originally with his father and mother, Edward Thomas and Margaret Ashley Jones, at Fairfield, Welsh Walls, Oswestry. This was near the Cottage Hospital, with a view of the Church at Oswestry. According to Connie, her Grandfather Edward Jones had a grand passion for the 'noble sport' of boxing. The large three-storey house of 'Fairfield' was equipped with a full gymnasium for exercising and boxing on the third floor of the house. I can only assume that this passion for the sport made him get his wife's permission, leave his job and book a passage on a sailing ship for America to see Gentleman Jim Corbett fight an American for the title of Word Champion. I'm afraid I don't know which man won the match, but after five weeks his wife Margaret had a telegram asking for money to travel home. When he got home, all he had to show for it was a picture of the fight, tucked under his arm.

Mother Connie said to me, on numerous occasions, that her grandfather was 'a bad lad'. Mother Agnes warned her children at all costs to avoid grandfather's brew house, next to the cottage, on a Wednesday. That was the day that the contents of the two cauldrons of beer were drawn off and put into bottles, for all the "Canal Employees" in the area. A couple of his friends would come to the brew house at noon and spend a couple of hours "bottling up"; they would spend the few hours playing cards and "supping" the remaining brew. They would get very drunk, and either stagger home, or sleep in the brew house. Whether this was a Canal employee's duty, or a private task, we shall never know!



Peter Morrey

Frankton Locks on an old OS map



North Wales & Borders Showcase

The Canal & River Trust's North Wales & Borders Partnership hosted its annual public showcase in Northwich on Friday 13 October. The event spotlight fell on waterways in Cheshire, Shropshire, Powys, Denbighshire and Wrexham, and offered a chance to find out more about volunteering with the Trust or getting involved with other waterway groups and organisations.



The showcase exhibition room

More than 30 societies and organisations had stands at the showcase, held in Northwich's Memorial Court, in the town centre. CRT also had a number of staff present to answer questions and give out information. The event started at 9.45 am with 45 minutes of presentations from CRT chief executive Richard Parry, local waterway manager Wendy Capelle and Partnership chair Brenda Harvey. Visitors then had the chance to view displays and talk to Trust staff and other waterway groups and local organisations.

The presentations started with a welcome from Brenda who introduced CRT boss Richard Parry who did his best to compress his normal 90 minute presentation into ten minutes. He gave an overview of what the Trust had achieved in its first five years saying that it had achieved a lot, but there was plenty more to do. The Trust's independence made it easier to plan ahead, particularly with a view to finances and although the Trust's income had increased steadily it still needed to plan carefully. He was pleased to report a drop in the worst repair categories and stressed the need to care for the



system.

Richard was then followed by NW&B's Waterway Manager Wendy Capelle. Wendy outlined the various roles in the NW&B area and the importance of engaging with the local community. Volunteers had helped enormously with work in the area, for example towpath improvements at Gnosall. The local community had also been engaged, for example with an art installation on a concrete bridge in Market Drayton and working with the village community in Audlem to promote the area. The recent Green Flag award (See Cuttings Autumn 2017 p16) was well justified recognition of the work done by the Shropshire Union Canal Society, volunteers and the Trust, reaping the benefit of years of improvements. The award highlighted how the canals were now being recognised as a good place to visit.

Brenda then presented a summary of the Partnership and headline activities. It had also produced a printed Annual Report, which can be downloaded from the CRT website at <https://canalrivertrust.org.uk/meetings/24011-annual-public-meeting>. Activities focused on involvement with the community and included fishing taster sessions and boat trips for children to get youngsters to appreciate the canal environment, particularly in the more socially challenged areas.

Brenda outlined several major projects that the partnership was involved with and how the canals can be developed for the future. Many ideas came directly from feedback from the community and helped with preparing management plans. Also of importance was the 'Natural Health Service' project. This was a local development from a national project, aimed at getting people to improve their physical and mental health using the canal environment. Again a booklet has been produced, downloadable from the link shown above.

Finally Brenda announced that after some 20 years of service with CRT, Wendy will be retiring by the end of the year. In recognition of her work with volunteers, Iain MacTavish of the Historic Narrowboat Club presented Wendy with a flower arrangement.

At 10:30 the exhibitions in the main hall were opened giving everyone an opportunity to discuss waterway matters with the many groups represented.

The presentation to Wendy Capelle

Left to right: Richard Parry, Ian Mc Tavish, Wendy Capelle and Brenda Harvey



Progress on Schoolhouse Bridge

Michael Limbrey, Chairman of the Montgomery Waterway Restoration Trust (MWRT), reports here on how fundraising is progressing to rebuild Schoolhouse Bridge. This will be the next major obstacle on the Monty's restoration as it heads towards the Welshpool section, once Crickheath Wharf is reached. The MWRT is also looking for any ideas to help with fundraising beyond the Society.

Half a Bridge

I wonder what half a bridge looks like? Is it like that apocryphal tunnel on the Leominster Canal that went in one end, but didn't come out of the other? Is half a bridge good news at all?

The last Cuttings (Autumn 2017 p25) reported on the progress of the Restore the Montgomery Canal! Appeal. Now the Appeal fund has passed £150,000, which means we have covered half the expected cost of Schoolhouse Bridge. That has to be good news.

Of course, the bridge is not the only target for the Appeal. It sits in the middle of a two-mile derelict stretch of the Montgomery Canal. The dry canal bed has to be re-profiled, lined and made waterproof, with a serviceable towpath. We know some people who are good at that: they are tied up a bit at the moment, but we want them to carry on when they have finished, up to and through Schoolhouse Bridge. So the Appeal needs more than the other half of that bridge.

After a good summer we are planning what to do next.

The Appeal has brought support from many quarters. Joining a recent campaign through the online charity website [Local Giving](#) brought donations from near and far: one at least from over 100 miles away. Our little team, drawn from the Society, IWA and the Friends of the Montgomery Canal, is looking for more ways to boost the Appeal – and of course they cannot do all the fund-raising themselves, nor indeed do they have all the ideas for doing so.

The Society has a great record of raising money as well as restoration. There is still a need for more restoration, and for more funds for it. At the end, we shall have a revived canal which will be a great extension to the national waterway network, with a great built and natural heritage: a real asset for generations to come.

We do want to take the story of the canal to a new audience, not relying on our usual supporters. Could we take the Appeal to distant boaters? Or to people who don't realise what canals mean to our area?

Do you have an idea of how you could help? Would you like to organise something for the Appeal – a sponsored walk, marathon (or the Montgomery Canal Triathlon), open garden, stand at the local show (– there's lots of

material for you if you do)? Or could you help at an event? Could you help us develop the Appeal online, through social media, or in other ways?



Schoolhouse Bridge

More at: www.RestoreTheMontgomeryCanal.uk
or contact Gill or Clive Robertson: nbrosie2002@gmail.com
or me: michael.limbrey@waterways.org.uk.

Michael Limbrey

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1910 Canal Fleet

Jan Johnstone has sent us the following piece from the Llangollen Advertiser, 8 July 1910. Jan comments "Who would have known in 1910 when they chose to name one boat after the Titanic what would happen in the future!"

THE CANAL FLEET

AN OUTSTANDING ATTRACTION AT LLANGOLLEN

BUSINESS BOOMING AT THE BOATS

Mr Isaac Roberts, proprietor of the Llangollen Pleasure Boats, is one of the few fortunate individuals who finds business unusually brisk this season. Not only has he nothing to complain of, but he finds a distinct improvement upon last year and hopes, before the end of September, to establish a record in passenger carrying traffic along the canal between Llangollen and Berwyn.

He has made adequate preparations to cope with increased demands that may be made upon his resources and to the fleet in home waters which previously consisted of the Mauretania, the Lusitania, the Maid of Llangollen, and the Dreadnought, has recently been added the Titanic, a large boat of the improved Dreadnought type, that behaved splendidly in its trial voyage and is now in full commission. The Commodore of the fleet, who was interviewed by our representative the other day, stated that he is prepared to transport four hundred passengers in one journey along the canal from Llangollen to the Chainbridge, and we can assure all who make it that not only will they be transported by Mr Roberts but they will also, in another sense, be transported by the scenery that they encounter en route.

An object lesson of the efficiency of the fleet and as its carrying capacities will be provided on Saturday morning when Messrs Cook & Son are bringing a big party to Llangollen. The squadron will be mobilised at ten-thirty, opposite the Llangollen Landing Stage. The visitors will arrive by railway and, upon de-training, at once proceed to the canal-side, where the five vessels named, each with its necessary complement of horse-power in readiness on the towing-path, will await their coming. Headed by the Titanic, and with four hundred voyagers on board, the fleet will proceed along the two-mile voyage to Berwyn, providing opportunities to the voyagers to visit the Horseshoe Falls, Llantysilio Church, Eliseg's Pillar, Valle Crucis Abbey and many other centres of beauty and interest.

As an ideal method of locomotion on a hot summer day the means of transit Mr Roberts provides for visitors has no equal. Let those who make it glance across to the Holyhead Road as they approach Berwyn and it is ten-to-one they will see half-a-dozen motors cars, each with its attendant dust cloud, indication of a modern method of travelling; if the hour be propitious they may observe, upon the iron-road of the Great Western Railway, a somewhat less modern method of travelling; if the fates be kind (although this is not to be guaranteed), they may see an airship hundreds of yards above them; whilst they are bound to pass dozens of weary, wilted pedestrians, progressing by

the oldest method of all along the banks of the canal to the Chain bridge. Thus they will have abundant opportunities of exercising what may be termed comparative philosophy as to the merits of various means of progression from point to point and there is not the slightest reason to doubt they will decide that, from all points of view, the boats 'take the biscuit'. To those whose lot is cast 'in amongst the haunts of men' – to whom the taxi, the tube and the train and all that the three 't's' suggest are familiar surroundings of the work-a-day life – it must be wonderfully alluring and refreshing to come down to Llangollen and 'lulled by the languor of the Lotus land' make the journey along the canal to Llantysilio under such ideal conditions.

The method of making it is so thoroughly in keeping with the journey itself, and, under the present management, everything that it is possible to do in order to add to the comforts and to study the convenience of visitors has been done; and Mr Robert's latest effort is, from more points of view than one, a Titanic attempt to make completely perfect his enterprise. He has done his part admirably and is perfectly justified in applying in his own way the words of the once popular refrain:

'We've got the men; we've got the boats; we've got the horses too.'

It remains for the public to do the rest, and it is gratifying to know that, this season, they are displaying increased appreciation of the enlarge facilities placed at their disposal.

Notes:

Messrs Cook & Sons – could be Thomas Cook in view of the fact that being transported are 400 travellers who arrived in Llangollen by train.

Titanic (built 1909) – two years after the boat was named for the 'unsinkable' Titanic, which sank on 15 April 1912.

Mauretania (built 1907) – scrapped after it was retired in 1934.

Lusitania (built 1904) – sunk in May 1915 by a U-boat during WW1.

Dreadnought (built 1905) – de-commissioned 1919, scrapped 1923.

Boating near Llangollen



Restoration Review 2017

Three major projects occupied the Society's volunteers during the 2017 restoration season, all of which had to be completed to a deadline. Two sections of channel received attention and there was a lot of work on newt compensation measures. They say that one picture is worth a thousand words so this review is long on images and short on verbiage.



View from Pryces Bridge in March (left) and November (right)

A couple of images show what has been achieved on Phase 1A of the channel – that is the first 75 metres from Pryces Bridge. The channel has been shaped, lined with various waterproof layers and then covered in concrete. The concrete in the bit nearest Pryces Bridge was mass concrete because of the proximity of the adjacent house, and the rest covered with blocks. The programme dictated that this section be finished by the end of the year so that a water test can be carried out over the coming winter. This has been achieved.



Phase 1B in March (left) and November (right)

The rest of the year's work was connected in some way or another to the presence of great crested newts in the whole of the Pryces Bridge to



Newt ponds under construction

Crickheath channel. This consisted of newt exclusion work in the Phase 1B channel (the section at the rear of our compound), and newt compensation ponds located on the site of our former base at Redwith. This work is sometimes questioned by towpath visitors, but it should be remembered that it is a legal requirement - no newt ponds, no boats.

The Phase 1B work comprised enclosing the section with a newt fence in March and, after CRT ecologists had trapped out the newts, stripping vegetation off the site and carting it to Redwith. Again a deadline – this time the requirement for completion before the newt hibernation season. The images show various stages of the work which was duly finished on time.

The work at Redwith involved the construction of newt ponds (six to date and counting). These are a pre-requisite for the submission of a newt licence application which, if successful will enable work right through to Crickheath. It would be fair to say that this work has not been without problems but with perseverance this job too was ultimately successful.

So a busy and successful year on site. There are detailed accounts of our activities on the Society website www.shropshireunion.org.uk/montgomery-canal-restoration. Roll on next year!

David Carter
Restoration Project
Manager



Block lining Phase 1A



Crime on the Shroppie - Part 6

Cruelty to Animals

The sixth in a series of articles featuring a selection of crimes in the Shropshire Union area as recorded in press reports and canal company minutes from 1775 to 1920.

The Cruelty to Animals Act 1835 created the offence of 'wantonly and cruelly beating, ill-treating, abusing, or torturing' any domestic animal including horses and donkeys. The 1849 Act removed the reference to 'wantonly' and explicitly added 'over-driving' to the list of offences. The 1911 Act refined the definition further, including adding 'over-loading'.

The Shropshire Union was a big user of horses, not only for towing boats but also for the much more onerous work of road transport and tram-roads. Donkeys and mules were also used, especially on the 'Welsh Canal', that is, the branches to Newtown and Llangollen. Although the impression is that the animals were generally looked after reasonably well — there is little point in deliberately doing anything which damages the 'motive power' — there were several successful prosecutions of boatmen, of which the following are examples.

John Minshall was charged with torturing and ill-using two donkeys. They were drawing his boat despite having raw sores about two inches in length under their collars. In his absence, he was fined £2 plus costs.

If a donkey doesn't want to move, it won't. Richard Edwards, dragged a donkey into the canal, kicked it violently with both feet, took a strap and with the buckle end, beat it about the head and neck, took hold of the its nostril with his teeth and also bit its ear. In his defence he said that he was in a temper and had had a little too much to drink. He was sentenced to imprisonment, but the press report did not say for how long.

The court at Llangollen fined Josiah Thomas of Nantwich 10s plus costs for cruelly ill-treating a horse which was being worked in a very lame state, and fined Samuel Rogers 7s 6d plus 10s 6d costs for cruelly over-working two donkeys. In the latter case it was said that the animals were dragging a boat containing 15 tons of sand against the stream and evidently touching the bottom of the shallow water. It was suggested that a fair load in these circumstances was about half that weight. Rogers had previously been cautioned for a similar offence.

In 1910 the grey mare Nellie fell into the canal at Market Drayton and was drowned. Proceedings were taken against the steerer for neglect of the horse. He was fined 20 shillings and costs, or one month's imprisonment.

Peter Brown



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Cholmondeston Lockwind

Another very enjoyable and successful lock wind was held over the August Bank Holiday Weekend. Weather was reasonable and we helped 219 boats through Cholmondeston Lock. Very generous donations were received, and with the sales of preserves and bric-a-brac we raised £1285.

One of our helpers, Pauline, keeps our bric-a-brac stall looking very attractive by cleaning and polishing everything on display. She has suggested that we might run a tombola at the lock wind, something I think is a very good idea and well worth a try. If you have any items that might be suitable, or anything that we could just sell (we had two pairs of oars donated in August and both sold within half an hour!) please contact me on nbrosie2002@gmail.com. Getting things to us will be another challenge, but let us know if you have anything to donate, then we will see if we can arrange getting it to one of our helpers, which will of course depend on where you live.



Finally, if you would like to help us in 2018, the lock wind dates are Friday May 25th to Monday May 28th and Friday August 24th to Monday August 27th.

Gill Robertson

Goodbye and Hello



Howard Griffiths (pictured left), NW&B Montgomery and Llangollen Supervisor, retired in October after nearly 40 years' service on the canal network. With his infectious smile and helpful manner, he has helped to make a considerable difference to the state of the canals and their infrastructure. We trust that he has a well deserved retirement with his family and garden.

Roger Birch, a face well known to many society members, has officially taken over from Howard and we welcome him to his new role and look forward to working with him in the future.

Rich Hamp

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Hurleston Lock Winter Stoppage

Hurleston bottom lock has long been a thorn in the side of boaters with full width boats, due to distortion of the side walls. It is hoped we will now see a solution to this, albeit not for another year.

The winter stoppage at Hurleston was originally planned for after Christmas, along with the other stoppages on the Llangollen canal. However the work has now been brought forward to before Christmas, from 20th November until 15th December 2017.

The work will include relining gates and extending lock ladders in locks 2 and 3. Works will also include a full dimensional survey of Lock 4 (bottom lock) to facilitate design of a repair solution to widen the chamber. Further site investigation works will also be carried out to confirm ground conditions and to undertake an inspection of the lock invert (floor of the lock, from inverted arch). It is intended to carry out work based on the survey during winter 2018/19.

CRT have said, "Following customer feedback, we have reviewed the timing of this closure and the work will now be carried out during November/December 2017. This is to minimise the disruption for the majority of local users, although it is appreciated some may be inconvenienced by the change of dates."



Hurleston Lock 3 with Lock 4 in the background



Annual General Meeting

The Society's AGM was held on the 21st October in Norbury village hall. About 20 Society members attended, and the formal meeting was followed by a presentation by Bernie Jones, Chairman of the Shrewsbury & Newport Canals Trust (SNCT).

The meeting was opened by Society Chair Rich Hamp, who, after the adoption of the minutes, gave his Chairman's report. This is reproduced on page 4. Rich thanked Anne Lindop, who is standing down as a Trustee, for her work over the years. He also gave credit to Paul Mills (see page 6) and his long association with the Society, particularly the improvements such as visitor moorings made with volunteers from the Society.

Treasurer Ian Hendley then gave his report, which is covered by the accounts summary published in the Autumn issue. Election of trustees followed along with appointment of auditors. Any Other Business saw Society fundraiser Gill Robertson asked about last year's fundraising and Gill reported that she and Clive had attended a number of events. The lockwinds were by far the most successful, others struggled to break even but were still worthwhile as a flag-waving exercise. Following this, Rich declared the meeting closed. The minutes of the meeting will be posted on the Society's website in due course.

continued...

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Rich Hamp then gave a brief overview of how the SNCT came about and its relationship with the Society. He then introduced Bernie Jones, Chair of the SNCT.

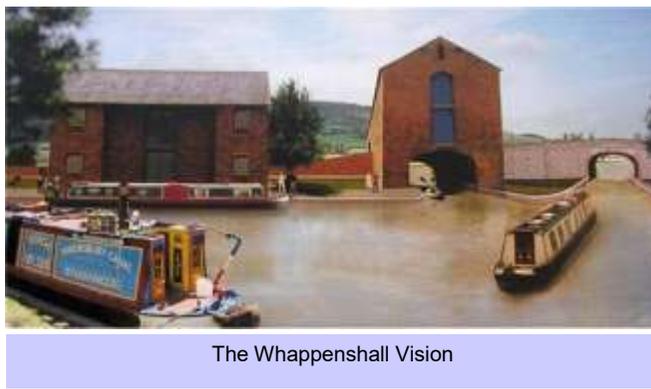
Bernie started his presentation with a short CRT video showing how restored canals can add value to an area, which was the basis of their funding bids to restore Wappenshall Wharf (see Cuttings Spring 2017 p40). This was followed by a short history of the Wharf and the current state of the buildings. Much has already been done to remove vegetation and tidy up the surrounding area, but the main restoration is waiting on the HLF reapplication. The vision is to re-water the basin and restore the buildings to create a museum dedicated to the life and works of Thomas Telford and to use the space for community uses along with a café.

Bernie then summarised the links with local organisations including local authorities and the Ironbridge Gorge Museum Trust. The Waterway Recovery Group have also been involved including holding Family Weekend Camps. Bernie finished with news of their recent accolade, the Queen's Award for Voluntary Service, which he likened to an MBE for volunteer work and is the highest award given to volunteer groups across the UK (see below).

Following Bernie's presentation, tea and cakes were available along with much general chatting. More information on the SNCT and their plans for Wappenshall can be found on the Trust's website, <http://cms.snct.co.uk/> The Trust is also organising, jointly with the Junction Inn, the Norbury Canal Festival on the 5th to 7th of May 2018.



Bernie Jones Chair SNCT (below)



The Whappenshall Vision



2018 Montgomery Canal Triathlon

Saturday 19th May 2018

Complete one or two sections or attempt all three!

Covering 35 miles of the Canal in one day:
CYCLE 17 miles from Newtown to Pool Quay
WALK 11 miles from Pool Quay to Morton
CANOE 7 miles from Morton to the Weston Arm, Lower Frankton

ENTRY CLOSING DATE: 5th May 2018
 For entry forms visit www.montgomerycanal.me.uk/fmcevents2018.html

The triathlon follows the route of the Montgomery Canal. The cycling section is along cycleway-standard towpath. The walking section is generally flat but some lengths are unsuitable for wheelchairs, with some stiles and tree roots. Canoes have to be carried around four locks - but help is available.

First Aiders on duty throughout the event.

Light refreshments and WCs available at the end of each section.

A commemorative medallion made from local slate for all entrants completing a section.

Organised by the Friends of the Montgomery Canal in support of the restoration of the Montgomery Canal
 (see www.RestoreTheMontgomeryCanal.uk)

Friends of the Montgomery Canal is the membership section of the Montgomery Waterway Restoration Trust, a non-profit standing company limited by guarantee registered in England and Wales No. 1029717, registered Charity No. 919448. Registered Office: Tollymore House, 11-13 Market Street, Oswestry, Shropshire, SY11 1LJ.



First International Duck Race

The Canal & River Trust charity hosted its first international cross-border duck race over Chirk Aqueduct on Sunday 22 October. The 70 feet high aqueduct, built by Thomas Telford more than 200 years ago, marks the boundary between England and Wales and is part of the Trust's 11 mile Llangollen Canal World Heritage Site.

Crowds of more than 300 people watched as 100 ducks were waved off from the Welsh side of the aqueduct, before swimming 710 feet over the aqueduct to the England side, with the help of a couple of kayakers.

Organised jointly with Wrexham County Council, the event was free but competitors were invited to make donations to the Canal & River Trust and Nightingale House Hospice, which provided the ducks.

Ani Sutton, Canal & River Trust development manager, said, "This was a fabulous event to showcase Chirk Aqueduct and the wonderful Llangollen Canal World Heritage Site. We managed to avoid the worst of Storm Brian and everyone had a great time. Sometimes overshadowed by its more headline-grabbing neighbour, the Pontcysyllte Aqueduct, Chirk is a stunning structure in its own right. It deserves to have a spotlight shone on it and what better way to get everyone out having some fun than to host a duck race."

Delighted owners of the winning ducks were all local residents: 1st Dave Williams, 2nd Faye Evans (age 4) and 3rd Chris Shaw. Prizes for the winners included a family ticket for the Llangollen horse-drawn boat trip and gift vouchers for the Anderton Boat Lift and local Café Wylfa.



(L to R) Back, Ani Sutton (CRT) 1st prize winner Dave Williams, 3rd prize winner Chris Shaw, Allan Forrest (Wrexham County Council). Front, 2nd prize winner Faye Evans (4), Vinnie the Vole, and her brother Daniel Evans (9).



Audlem Gathering July 2017

We included a very short piece on the Gathering of Historic Boats in Audlem on 29/30 July in the Autumn issue, but the event was right on our copy date so we had to restrict the space. Here organiser Peter Silvester gives a bit more information.

Now in its ninth year, the annual gathering of historic boats at Audlem has become one of the major such events in the waterways calendar, but it is still one of the few in the north of England. And it's unusual in that it takes place within a flight of locks – the bottom three pounds of the picturesque flight of fifteen locks at Audlem.

This year saw 28 boats coming together for the two day event, which is always held over the last full weekend in July. They varied in age from the late 1880s (Elizabeth, once a day boat operated on the BCN by Fellows, Morton & Clayton), to 1959 (BW Admiral class motor boat Lindsay) – so the youngest is nearly 60 years old!

Though the total number of boats was slightly down compared to some years, they still made a wonderful and colourful sight as they stretched between the locks, and they were viewed by a particularly large number of visitors, as the weather was, in general, very good – apart from a short heavy shower or two. We were particularly pleased that CRT Chief Executive Richard Parry was able to spend a few hours with us on the Sunday – apparently it took him that long to walk the length of the boats and back, as he kept on getting buttonholed! Thanks also go out to the many CRT volunteers who worked the locks, to minimise any delays to boats passing through, and kept the water levels up.



It seems that no sooner than the event had started, it was over, and the historic boats were on their way home, or to the next event. But next year's event is now being planned – it will be on 28/29 July 2018.

Peter Silvester

Picture from
Ian Saunders



Music for the Monty - Cerddoriaeth I'r Monty

A call for musicians to help restore the last two miles of the Montgomery Canal from Crickheath to Llanymynech. Local bands and musicians are being invited to become part of a new music festival to be held in Welshpool in June 2018 with the aim of drawing attention to the campaign to restore the Montgomery Canal.

Music for the Monty will take place in Welshpool during the Welshpool Transport Festival (Saturday 23 – Sunday 24 June 2018) and organisers are looking for musicians who would like to busk at one of a number of venues around the town. As a charity event, all money raised from Music for the Monty will be going towards the Montgomery Canal Restoration Appeal.



To find out more about Music for the Monty, please visit: www.restorethemontgomerycanal.uk/musicforthemonty

A crowd pulling headliner is also needed for the Saturday night concert. Do you know somebody who will sing/play for free? If so please get in touch.

Stamps Coins & Post Cards

As I said in the last edition of Cuttings, I received a large amount of stamps from WRG/IWA which would take me some time to sort. I am progressing with them and have just taken the second batch to my dealer. The total money received so far this financial year is £354. Thank you to all those who have sent stamps

Special thanks this time to:

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Membership News

We all extend a warm welcome to:

Mr R Maund of Maesbury
as a Life Member

Mr & Mrs Batman of Hesswall

Mr & Mrs Rogers of East Grinstead

V & B Phillips of Pant, nr Oswestry

Mr M Clement of Deal, Kent

Mrs Fenton of Little Ryton, nr
Dorrington

Mr & Mrs Watts of Woodford Green,
Essex

Mr & Mrs Rushbrooke of Bettisfield,
Shropshire

Annual subscriptions for the year to 30 June 2018 were due on 1 July - a few membership renewals remain outstanding and if you have not paid yours yet, please post that cheque or, if you use on-line banking, make a payment to:

Shropshire Union Canal Society; Sort Code 55-50-05; Acct No 01630962

Our subscription remains unchanged at £10 annually for a single, double or family membership. If you have not renewed your membership by the end of the year, it will be deemed to have lapsed.

The Society depends on a steady influx of new members so if you know of anybody who would like to join, please point them at our website which contains a down-loadable membership application. Alternatively, contact me and I will send you a small pack of membership applications and publicity leaflet.

You can contact me about these or any other membership matter at 28, Millfield Drive, Market Drayton TF9 1HS, telephone 01630 656525 or by email to sucsmemsec@btinternet.com.

Ian Hendley

Sunset at Beeston, 'Harry' at Swanley



Cuttings Winter 2017

Page 38



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Page 39

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Brain of Monty Quiz 2018

Back by popular demand, this quiz uses the tie-breaker questions from 2016.

Quiz sheets for this very popular biennial quiz are now available. Apart from the prestige of winning the coveted title of 'Brain of Monty 2018' you could also win the £25 prize. Every question has MONT in the answer somewhere, for example a 'Swashbuckling hero' is the Count of *Monte* Cristo. Easy? Why not give it a go? For just £1 you could have hours of fun working out the MONT answers. The proceeds will go towards the restoration of the two miles of the Montgomery Canal from Crickheath to Llanymynech as part of the RESTORE THE MONTGOMERY CANAL! appeal.

The winner will be announced on 30th June on www.restorethemontgomerycanal.uk

HELP NEEDED

Are you willing to sell copies of the quiz? It would be fantastic if every member of SUCS could buy/sell just 5 copies. If you are willing please send:

- SAE (A5 16 x 23cm) plus £1 for one copy or
- SAE (as above) plus £5 and sell the other copies to family and friends or
- SAE plus £1 and a donation to help the canal restoration

From past experience £1 coins travel easily through the post, suitably wrapped. However notes and cheques are far safer. Cheques should be made payable to: Restore the Montgomery Canal and sent to: Brain of Monty Quiz, Tan-Y-Graig, Sun Bank, Llangollen, LL20 8EG

Future Hopes for Land at Trevor

The future of land next to the Pontcysyllte Aqueduct will come under the spotlight in a public consultation. The Canal & River Trust's Welsh arm, Wrexham Council and local land owner Solutia UK are joining together to find ways of developing economic and tourist opportunities at the World Heritage Site along the River Dee. A design consultancy called Arcadis has been appointed to pilot the public consultation, canvassing the views of local residents, business and other interest groups. This followed a public meeting in the summer covering issues such as additional temporary parking while plans are developed. Other suggestions related to a new visitor centre and canal basin next to the aqueduct. A date for the next consultation has yet to be announced.



New Café Boat By Pontcysyllte

Harry Arnold tells us:

The concession recently offered by the Canal & River Trust (CRT) for a boat selling refreshments at the key tourist site at Trevor - by the end of the famous Pontcysyllte Aqueduct on the Llangollen Canal - has been taken up by Mandi Foley and Dave Evans. Their café boat Butty & Sweet is moored in the old open dry-dock next to the CRT Visitor Centre. They bought the boat to convert into a café in spring 2014 and started trading in Lymm, on the Bridgewater Canal, where they live. They ran it as a café during the day and did cream tea and party cruises in the early evenings.

Seeing the advertisement for the Trevor site in Towpath Talk, they thought it would be an exciting venture. After interview and a wait that seemed like forever they won the concession. Mandi and Dave told me that it is a fabulous place to trade from and they are enjoying it immensely. They do miss their established customers in Lymm but still see them on a regular basis. Some have even started to visit as Pontcysyllte and the surrounding World Heritage Site is such a stunning place to come to.

Harry Arnold



The Café Boat at Trevor © Waterways Images



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When you shop on line, log in to your Give as You Live account and select the store you wish to use - Amazon, E Bay, John Lewis, Debenhams, M & S to name but a few. Any purchases you make will attract a percentage donation (varies from store to store but is shown online) direct to the Society. Please Help Us - it is so easy to do and costs you nothing!

Also with holidays being considered for 2018 you can also book with Saga, Expedia, Booking.com and Hotels.com to name but a few, through Give as You Live - just consider how a percentage of your next world cruise cost would help the Society.

Thank you.



Dates for your Diary

17 February 2018	Boat Maintenance Workshop at Church Minshull Aqueduct Marina
3 - 4 March 2018	Lock Open Day , Grindley Brook
30 March - 2 April 2018	Historic Boat Gathering , Ellesmere Port
5 - 7 May 2018	Norbury Festival , Norbury Junction ST20 0PN
19 May 2018	Montgomery Triathlon (see page 33)
25 - 28 May 2018	Cholmondeston Lockwind for SUCS
May 2018	Saturn Whitchurch to Manchester Fly Run
23 - 24 June 2018	Music for the Monty (see page 36)
28 - 29 July 2018	Gathering of Historic Boats and Festival of Transport , Audlem
24 - 27 Aug 2018	Cholmondeston Lockwind for SUCS

Recycling

Revenue from the ink toners and cartridges is a bit slow, but we have cleared the backlog that we had. We have raised in the region of £55 this year but the companies hold on to the money for a month or so before paying it over to us so it is not all in our account at the moment! Please keep them coming. Contact us on nbrosie2002@gmail.com



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We are always pleased to receive contributions for Cuttings. Text, photos etc. can be sent by post or by e-mail. If you are 'no good at the words' simply send us the basis of your idea with all the relevant details and we will gladly put an article together for you.

Contacting Cuttings

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35 Woodnoth Drive, Shavington, Cheshire CW2 5BW
E-mail: sucuttings@btinternet.com

The views expressed in Cuttings are not necessarily those of the Shropshire Union Canal Society.

Copy Deadlines

There are four issues of Cuttings per year, published in June, September, December and March. The copy deadline is 1st of the previous month, i.e. 1 May, 1 August, 1 November and 1 February. **COPY WILL NOT BE ACCEPTED AFTER THESE DATES.**



Work Party Dates for 2018

1/2/3	December 2017	1/2/3	June
12/13/14	January 2018	6/7/8	July
2/3/4	February	3/4/5	August
2/3/4	March	7/8/9	September
6/7/8	April (Note: Not Easter weekend)	5/6/7	October
4/5/6/7	May (Note: Includes May Day BH)	2/3/4	November

For more information contact:

David Carter 01244 661440,
E-mail: dcartersucs@gmail.com

Collection Boxes

Collecting box income for the year so far is looking good - we are up to £1252, which is well ahead of the same time last year. It remains to be seen whether boxes fill up over the winter with 'obsolete' round pounds. The banks will go on accepting them so we might make a killing. Many thanks to the small band of dedicated collectors, especially those who see only small returns for their labours; it all adds up.

Sarah Thursfield

Advertising in Cuttings

The advertising rates are:

Half page: £75.00 for one year (four issues)
Full page: £125.00 for one year (four issues)

There is a 10% discount for Commercial Members. Adverts can start in any issue and will be invoiced annually.

To find out more please contact Advertising Manager, Roger Beswick on 01244 332553 or e-mail haslemere@chester50.plus.com.

Discounts from our Advertisers

The following advertiser offers a discount to members: Boat Safety Examiner Neal Dodd.

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Cuttings Winter 2017

Page 46



Application for Membership or Membership Renewal of the Shropshire Union Canal Society

I hereby apply for election as a member of the above Society and agree to abide by the rules of the Society. I enclose my remittance for* being my subscription for the year ended 30 June 201...

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