

Volunteers Needed



Getting involved is a great way to meet people and to make new friends. We do need volunteers to join our workparties but there are lots of other things you can do to lend a hand. Volunteering is fun and there are many different ways you could help the canal trust. Here are some of them:

Help man our exhibition stand. Over the summer we take our stand to all sorts of rallies and events in Shropshire and Staffordshire. We always need help to man the stand and to talk to interested visitors. Training is given and you won't be abandoned on your own!

Help our Oral Archive team. This team are talking to, and recording the memories of, the people who can remember when our canals were in use. They need interviewers and also people to transcribe the recordings.

Are you good with paperwork? We always need help with applying for grants.

Apart from these examples there are plenty of other jobs that we need help with including things like updating our website and our Facebook pages, fundraising, scrap metal recycling, stamp collecting, proof reading and event planning.

If you want to find out more or to enquire about how you can help, then email volunteering@sncanal.org.uk with your details and what you are interested in doing or take a look at the Volunteering page on our web site.

Volunteer Job Vacancy

Website Manager

We need someone with an average of 2 - 3 hours a week to manage our website and keep it up to date.

Skills Required:

Excellent English grammar and spelling.

Familiarity with editing a cms website

A basic knowledge of html source code would be very useful.

Job Description:

Put items on website as requested by Trustees from time to time

Read minutes of meetings of Trustees and Support Groups to extract information which needs to go on the website.

Regularly check that dates of meetings and items in "Dates for your Diary" are up to date.

Take part in the work involved in designing and creating a new website.

If you think you can help with this, please contact Sallie Lines:

sallielines@gmail.com

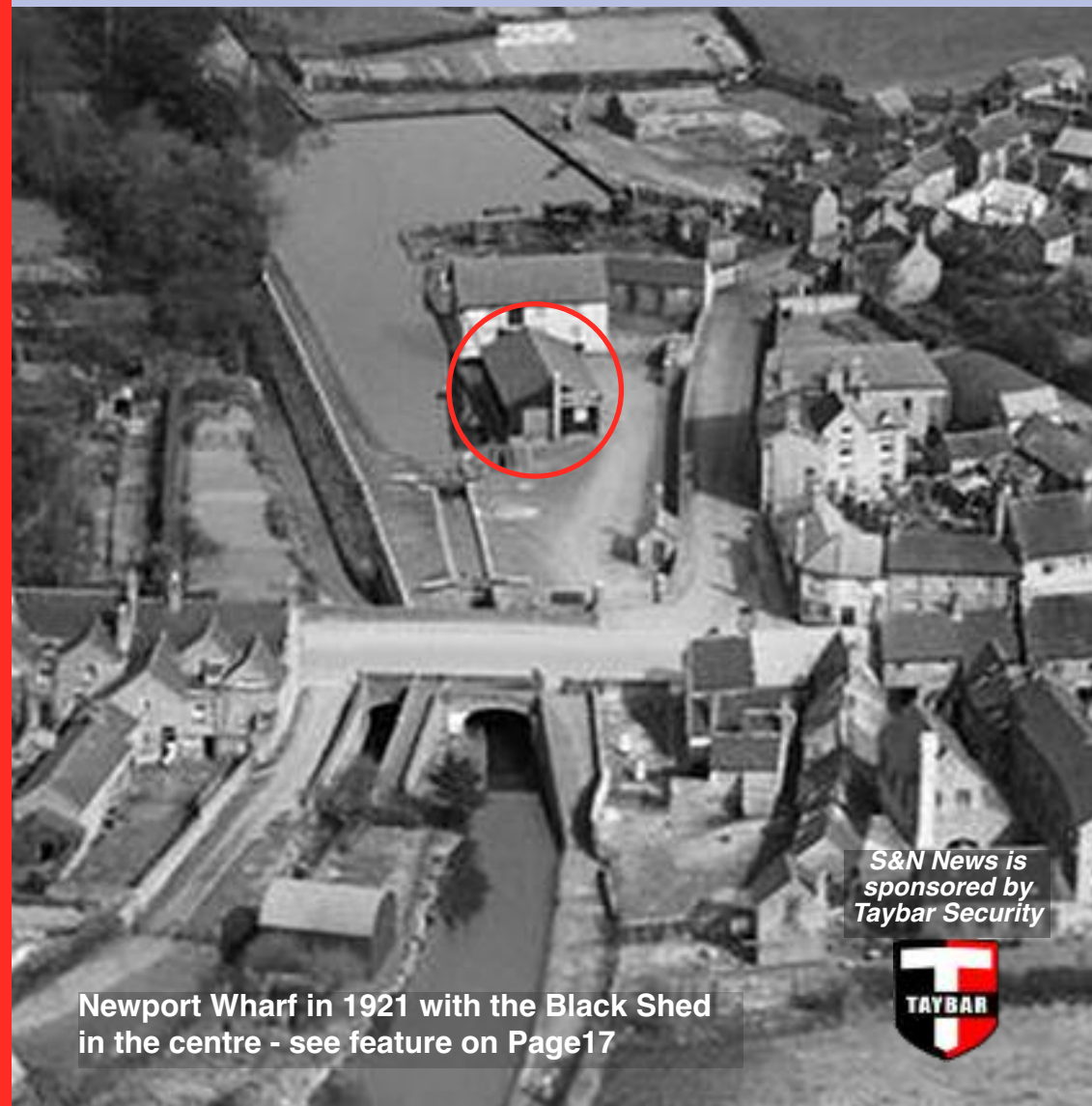
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S&N News



The quarterly newsletter of the
Shrewsbury and Newport Canals Trust

Summer 2018



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sponsored by
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Newport Wharf in 1921 with the Black Shed
in the centre - see feature on Page17

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The quarterly newsletter of the
Shrewsbury and Newport Canals Trust



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Working to restore the canals in partnership with The Norbury to Newport Canal Restoration CIC

The views expressed by contributors to S&N News do not necessarily represent the views or policies of The Shrewsbury and Newport Canals Trust

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email: editor@sncanal.org.uk Telephone: 07711 858986

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notes from the chair

You will probably know by now that we didn't get our HLF grant for Wappenshall. This was mainly due to fewer people playing the lottery now and there was just £1.49M to meet 7 projects that required £7.8M. Only two were funded and 5 of us were not. Please see elsewhere in this edition about our "Plan B" to move the project forward now.

The biggest event in the Trust's calendar is the Norbury Canal Festival over the early May Bank Holiday 5-7 May 2018. PLEASE do come and help if you can, as we need members to sell raffle tickets, man the Trust stand, show people around a modern Narrow Boat and much more. If you do nothing else, come along to either the Jammin' at the Junction music night on Saturday 5th May where member Harry Christianson's "Bon Accord" quartet will be playing gypsy jazz and other great mood music before we have our headline act this year, "Savannah" a local band from Telford who will provide some really great music (tickets only £5). Then on Sunday 6th May we have a top comedy night with comedians directly from the Edinburgh Fringe performing their impromptu "This is Your Trial". This is a new venture for us, so please come and support it (tickets are £10). Tickets are available from myself, the Junction Inn or Norbury Wharf.

As I type this the weather has been wet, wet, wet for ever it seems; but I hope that when you get this edition the sun will be out and we can look forward to another WRG weekend camp that will focus again on the North Portal of the Berwick Tunnel. Much work was achieved in February's week long camp, despite the "Beast from the East" providing some challenging weather conditions! So let's hope we can feel the sun on our backs on the weekend of 12th & 13th May. Do please come down and see us – and, if you're a good cook, bring cake – WRGies love cake!

I hope to see you all at the AGM at Wappenshall on 2nd June 2018. See elsewhere in this edition of what will be a great day with interesting speakers.

Bernie Jones chairman



Dates for your Diary

Do, please, check the website for updates

- **Sunday 29th April**
Newport Paddle and Litter Pick
Meet at Black Shed, Water Lane,
Newport TF10 7EH 10.00am start
Contact: barry.witts@gmail.com
- **Saturday 5th, Sunday 6th, Monday 7th May**
Norbury Canal Festival Bank Holiday Weekend
Norbury Junction, Staffs. ST20 0PN
Opens 10.00am each day
Contact: bjones@sncanal.org.uk

- **Saturday and Sunday 12th and 13th May**
WRG Shrewsbury weekend camp
Work at the Berwick Tunnel
- **Saturday 2nd June**
Annual General Meeting
at Wappenshall Wharf,
Wappenshall, Wellington TF6 6DE
(see enclosure with this magazine)
- **Sunday 3rd June**
Shrewsbury River Festival
Quarry Park, Shrewsbury SY1 1JA
10am -5pm
Contact: peter.f.cann@gmail.com
- **Saturday 9th June**
Newport Carnival
Newport, Shropshire. Starts 10.00am
Main parade 12.00 noon
Contact: editor@sncanal.org.uk
- **Saturday 7th July or Sunday 8th July (check website)**
First Newport Balsam Bash
Meet at Black Shed, Water Lane,
Newport TF10 7LD. 9.30am
Contact: editor@sncanal.org.uk
- **Sunday 8th July**
Telford Lions Day on Wheels
11am - 4pm, Bowring Park TF11 QX
Contact: hjones@sncanal.org.uk
- **Saturday and Sunday 11th and 12th August**
Tern Valley Vintage Show
Chetwynd Deer Park, Newport,
Shropshire TF10 8AE

Most of these events need help from members. If you can spare an hour or two then do come along - training given!

- **Sunday 9th September**
Tea & Cakes at Tickethouse Lock
Adjacent to Tickethouse Lock 21
Newport Canal, Newport TF10 7PW
10pm-4pm
Come and see our plans for the canals

SUPPORT GROUP MEETINGS

NEWPORT

- **Wednesday 4th July**
Wednesday 5th September
7.30pm British Legion Club
Audley Road, Newport TF10 7DP
Contact: John Myers 07711 858986

TELFORD

- **Monday 9th April**
Monday 11th June
7.30pm The Elephant & Castle
1 High Street, Dawley TF4 2ET
Contact: Alan Harding 07944 753009

SHREWSBURY

- **Tuesday 15th May**
7.30pm Meole Brace Bowling Club,
Meole Rise, off Upper Road,
Meole Brace, Shrewsbury SY3 9JT
Contact: Peter Cann 07985 046461

New Members

We welcome the following new members to the Shrewsbury and Newport Canals Trust

- Bob & Jennie Coalbran**, Wellington
- Mike & Janet Atherton**, Newport
- Wellington U3A**, Telford
- Newport National Womens' Register**
- Copthorne Cickers**
(Heart Support Group), Shrewsbury
- Westbury WI**, Westbury, Shropshire



WAPPENSHALL WHARF - THE FUTURE?

In early March the SNCT heard from the Heritage Lottery Fund (HLF) that we had not been successful with our £1.88m Round 1 re-bid for restoration of Wappenshall Wharf. This was extremely disappointing as we believed that we had done enough to satisfy the HLF's concerns about our original bid, but it was not to be.

Since receiving the news the Trust has been busy formulating a "Plan B" to save and restore this historically important site.

At their bi-monthly meeting in March the trustees of the SNCT unanimously supported the proposal to use existing funds, possible pledges and other potential grants, to go ahead with the restoration of the wharf and make it into a visitor and heritage centre using a 3 phased approach over a longer period.

Bernie Jones said: "This is an historically important site that deserves to be restored to its former glory and preserved for generations to come.

Much of the match funding that we obtained for our bid was from other grant giving organisations, but was dependant on a successful HLF outcome. We will now be approaching these organisations to ask if they will continue to give us their support. Some significant other grants may also be available to us and there are others that we are now free to apply for, now we are no longer constrained by HLF requirements.

We know that among our 1,400 members there are people with qualifications, expertise and experience that can significantly assist us. Our volunteers can do a lot of the work and they are keen to preserve this piece of Shropshire history for future generations. We want to restore Wappenshall Wharf in separate phases that each require smaller, more easily raised sums to achieve."

Since taking it over in 2009 the Trust has done a massive amount of work to improve the Wappenshall site. This includes installing a toilet block, re-wiring the site, removing vast quantities of undergrowth and ivy, improving the guttering and site drainage, installing paths and generally making the whole area safe and secure.

In the run-up to our HLF bids, although we were not allowed to actually start the restoration, a lot of maintenance work has been completed, thereby saving about £20,000 compared with contractors costs.

The Small Warehouse

The smaller, Telford style, warehouse will be the priority as the planned café could immediately start to contribute to the project. The restoration of this building would therefore be Phase 1.

We have already removed all the 1950's stud walling from the upper floor and made it safe. A dimensional drawing of one of the original metal window frames has been produced so that they can be exactly matched with new frames. This warehouse badly needs re-roofing so that will be the first job to be done to make it water-tight.

The proposal is for the small warehouse to be converted into a fully fitted out café that will generate income which can be used towards the further restoration phases. It will incorporate historic displays and its Telfordian characteristics, such as the cantilevered staircase and the curved ceiling joists, will be highlighted to visitors, giving them an experience of when Wappenshall was a very busy working wharf.



Illustration showing the small warehouse ground floor as a café

The East Basin

Up to £100,000 is needed to re-water the basin, but this will greatly depend on the condition of the spoil that needs to be dug out and removed. The intention, if funds allow, will be to restore it at the same time as the small warehouse as it will add enormously to the attraction of the site to the public. Water always adds value and interest to any restoration and will help to make the café successful.

The Large Warehouse

In the run up to the HLF bid the large warehouse was fully cleared out and it is in as good a condition as we can manage, to the point that it can be locked up and no further work is necessary until the funds are available for its restoration.

Remainder of the site

Of necessity, the groundworks, landscaping and finishing touches to the site can only be completed in the final phase once the buildings and basin have been restored.



A new hedge at Meretown Lock

The new fence on the off-side of Meretown Lock section is now installed and many thanks are due to the neighbouring landowners for their help and co-operation. A local contractor erected the stock proof fence over two days. The final job is impressive and thanks also go to Newport Town Council for their continuing support, in this case underwriting the cost of the new fence.

The next step was taking delivery of 420 hedging plants, canes and rabbit guards donated by the Woodland Trust (WT) in time for a specially organised work party on 10th March. However, a heavy fall of snow in the week before wasn't in the plan. Thanks to the efforts of the WT, who knew about our work party, they were delivered just in time. The estimated value of the plants, canes and rabbit guards is more than £400 so a very generous donation. A further 100 plants were donated from other sources.

On the day of the work party, the forecast was for heavy rain and plans for a bonfire were initially abandoned. However, more than a dozen stalwart volunteers turned up to plant a 120 metre long hedge parallel with the new fence and, incredibly, the rain held off until late in the day so the bonfire went ahead after all, clearing a massive amount of accumulated wood. The line of the new hedge and position of each plant was marked out with canes at four per metre, the plants were separated and laid out next to the canes in a suitable mix of hawthorn, hazel, crab apple, dogwood, field maple and viburnum. Then a team moved in, some digging holes, others following behind putting the plants in, whilst others then added the rabbit guards. A real team effort which worked well. Some spare plants were used to fill in gaps along the near-side hedge which has been laid over recent years.

Meanwhile a second team tackled the removal of the old fence, saving the newer posts and wire to go to Wappenshall for re-use on the Trench Arm project. In all a very successful day with the offside bank and lock now looking surprisingly open and the whole section transformed from the dark, overgrown length it was just a few years ago. We still have plans to further enhance the area, not least seeing water back in the cut!

Newport Towpath Completed

Last summer the WRGs summer camp saw the renewing of the tow path along the section westward from Newport Town Bridge towards Tickethouse Lock. This, as mentioned in the last newsletter, was extremely successful providing a level, even and dry path which has been much appreciated by those using it. However, due to running out of both time and materials it did not reach it's planned destination. There were two other work parties last Autumn preparing the path for further work this Spring.

Therefore, a planned three day work group took place from 26th to 28th March to complete the path. A good work force of 10 arrived and soon got started laying out and setting the edging boards, removing excess soil and weeds and flattening the base, finally laying out membrane to prevent weed growth.

The crushed stone and top dressing was delivered in tonne bags through the garden of Tickethouse Lock House and craned over the hedge onto the path. Two pieces of vital equipment supplied by John Freeman were a powered tracked wheelbarrow with tipper, and a whacker plate. These made all the difference in transporting the material and firming it in to place. By the end of the first day most of the edging was completed and a good amount of the path laid. We also all had a go with the wonderful barrow!

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With experience gained, the second day saw rapid progress and it became obvious that we would run out of material before completion. The original supplier had no more left, but eventually one was found in Stafford who came to our rescue but unfortunately it was a different colour, a light cream rather than dark grey. We are sure with footfall and time, it will soon get dirty and blend in with the rest. The lorry delivering it had its crane at the cab end rather than the tail end so it had to drive further into the garden, disastrously, as the front wheels sank into the soft soil. After unloading it became obvious that it could not reverse out, another truck came to the rescue and towed it out eventually with great difficulty.

On the third day, there was just some tidying up to do and with the left over stone we could repair some other boggy areas around the lock.

All in all, the whole job went very well, and there have been a lot of favourable comments from walkers. This is now encouraging more people to enjoy the western side of the canal through Newport.



The wheelbarrow in action

Terry and Ruth Otter



A press cutting located for S&N News by Anthony Price. From the Wellington Journal dated 8th August 1885

A Sunday School Treat

Six hundred children and visitors from the Hadley Wesleyan Sunday School were taken on a Sunday School treat, from Hadley to Uffington and return. The children assembled at the national school girls' playground. The younger children were put in two wagons. The other children marched behind the Wrockwardine Wood Church Brass Band, to Wappenshall Junction (canal), which was just short of 3 miles.

Four boats were loaded. The children, together with a harmonium (a pump organ) and other musical instruments, then set off. Villagers along the canal gathered to watch the flotilla pass. They arrived at Berwick Wharf, then marched to a field at Uffington - some two miles. Each child was given a large bun and they were left to play in the field. In the mean time the adults went for tea at the Corbett Arms.

The boats were brought along to Uffington Wharf. The children boarded the boats for the return trip. The flotilla passed through the Berwick Tunnel, 'Where all was darkness except under the vent holes, when a flood of delicious light reflected from the green ferns and mosses growing on the side of the vent holes and refreshed by continual dropping of water from springs above, burst upon the sight and amply repaid the party for the inconvenience of the darkness'.



From another Sunday School outing - it seems that these trips did not need to comply with modern Health and Safety rules!

They all arrived back at Wappenshall late. The article finished with a remark that 'One small girl had a ducking' and 'One boy had an injured foot when a mast fell on it'. They also thanked the Canal agent Mr Haywood for his help.

It is interesting to note that the children walked over 10 miles that day, also spending time playing in the field.

Editor - the original article definitely says 600 children and visitors but its hard to imagine how they were all squeezed into four boats!

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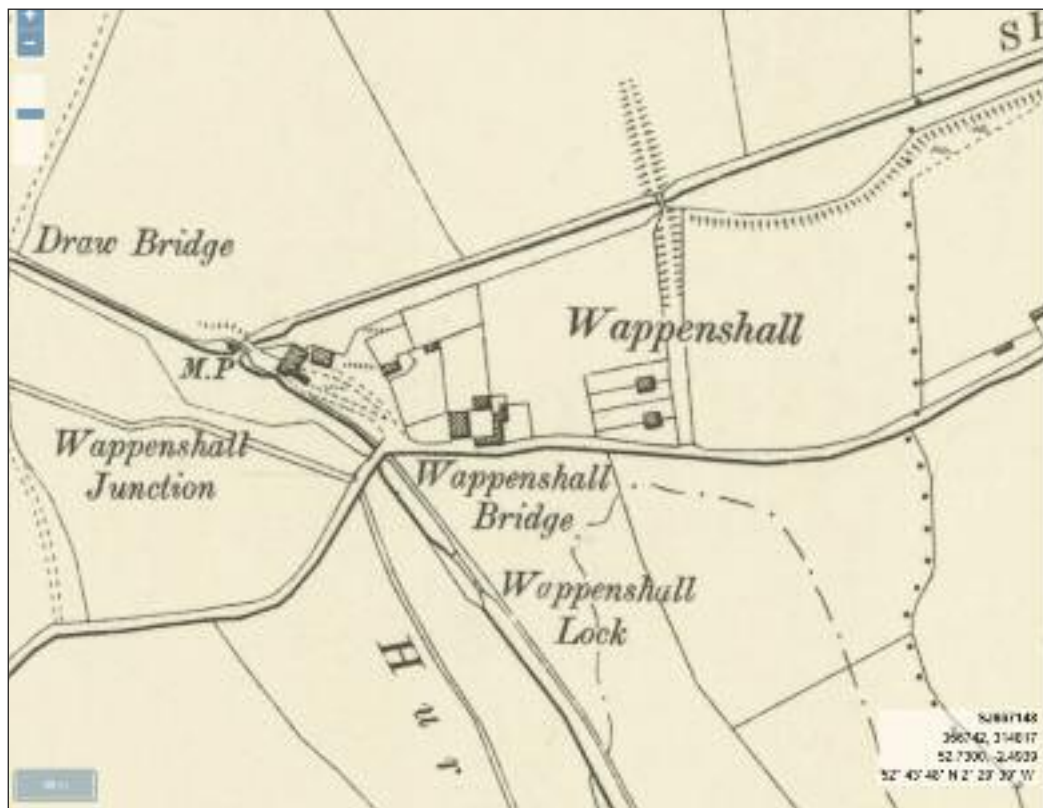
Letters (or emails) to the Editor

Dear Editor

I read with interest the letter from Bob Dewey in the Spring edition of S&N News about bench marks. In his letter he suggests superimposing old OS maps of the canals on modern versions. I would like to point out that there has long been such a system available from our website!

This is an interactive map created by the National Library of Scotland, with the old and new maps side by side. When you move the mouse cursor over one map it is synchronised on the other. The zoom function is also synchronised. It is fascinating and well worth a look. You can follow the line of the canal on the old map and relate it to a modern birds eye view. A link to this is available from <http://cms.snct.co.uk/thecanals> in the item headed "Interactive Map".

best wishes Sallie Lines



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Memories of Old Shrewsbury Canal

*Originally printed in S&N News Autumn 2005 and reprinted here from the
Memories of Shropshire Facebook page*

We moved to 'Buena Vista', writes Mrs Woods and Mrs Bowers, on the 16 September 1930. The address at that time was New Inn Lane, Newport Road. It has now been changed to 84 Sundorne Road.

At this time, Sundorne was outside the borough of Shrewsbury. There was no electricity but some of the houses had mains gas. In 1780 it was recorded that an inn, The New Inn, used to stand at the top of the lane on the right. This was a regular haunt of the bargees from the traffic on the canal and river. In 1820 The New Inn was closed because of the bad conduct from the bargees. The old bowling green from the New Inn could still be seen right up to 1911. At the bottom of the lane there was a stile and gate leading onto an old iron bridge built on a brick base.

The Shrewsbury Branch of the Shropshire Union Canal (The Shroppie) was looked after by lengthsmen Tom Adams, known locally as 'Tom the canal man'. He lived at the canal basin yard behind the railway station (now a car park).

His length was from his home to the other side of Upton Magna. On his way out, Tom would clean out the canal and trim the edges and on his return journey would cut the hedges and repair the fences. Tom had a little black barge that he used for shelter and the storing of his tools. His tool kit, by modern standards, was crude, basic and simple. He managed to complete all his tasks with a scythe, a brushhook, a shovel and a few other basic tools. Very often we would see him cycling from his home to wherever he had left his barge the night before. He would then load his bicycle onto the barge and punt it to his next job.

He was a great character and took immense pride in his work. His stretch of the canal was always immaculate and a joy for the public to behold. He was good to us children too. He would often let us ride on his boat and we found it great fun even if he only moved the barge a hundred yards. A walk along the towpath in summer was a joy and a riot of colour. Plants like Meadowsweet, Purple Tufted Vetch, Yellow Meadow Vetchling, Purple Loosestrife, Ladies Bedstraw and Cross Stitch Wort were abundant and their perfume made the air a pleasure to breathe.



*A crane at Uffington Wharf - part of Tom's length
from his home in the basin in Shrewsbury*

There was also an immense amount of insect and wildlife, butterflies, moths, dragonflies, newts and the spawn from the frogs and toads produced many, many tadpoles. The hedges were kept low and neat. They were a haven for nesting and feeding birds. Most years swans, ducks, water hens and coot would nest and safely rear their young.



Haughmond Hill and the Shrewsbury Canal

Some winters when it was extremely cold the canal would freeze over, but skating was dangerous because where small streams entered the canal the ice was much thinner. In January 1940 the ice was very very thick. We used to leave school, walk down to the canal at Pimley and skate all the way home to the daisy bank. The daisy bank lived up to its name in the summer. Smothered in daisies, a great place for a picnic and a starting place for the foolhardy that swam in the Severn. In the winter it also provided us with a place to go sledging. We loved our childhood and still love our memories of this wonderful place. At the side of the daisy bank is "Jenny Hoods Well". Our neighbour collected his fresh clear spring water every day from this well. He lived into his nineties so it must have been good for him.

The wood between the river and the canal is known as Pimley Rough and is part of the Sundorne Estate. In those days the Chatham brothers (they were animal dealers) used to keep ponies and cattle on the land. This kept the grass down and the bushes trimmed. It is sad to see how it has deteriorated. During the war years a small aircraft crash landed by the canal at the rear of the Coracle Inn. In 1947 we had one of the highest floods ever recorded. I remember that year also because it was the year they started to fill in our beautiful canal. Sad as we are about this and other damage that has been done since, we feel privileged to have spent so much of our lives in such an idyllic part of Shrewsbury.

On Good Fridays, there would be a procession of people walking the tow path - getting out of town and going to Haughmond Hill for a picnic. A Miss Campbell lived at Pimley Manor in those days and just past the manor was an aqueduct that has sadly been destroyed for the new A49. Just before you get to the manor, if you look carefully you will be able to make out the arch and parapet of the old Pimley Bridge.

The old sewage farm was managed by Mr Brightwell and Mr Ellis. They always seemed to be smoking their pipes but when you were down wind of the works, you could understand why.

Home and Dry

— a free course in water safety

Every year some 450-600 people are drowned in the UK and just under 65% of these happen on the Inland Waterways. Most occur in rivers, lakes or reservoirs but 16% happen in canals. The vast majority of these drownings are accidental and a lot of them are people who had no intention of even going in to the water - in 2016, 77 people drowned when they just went out for a walk or run! And the statistics for men who have been drinking add to these figures in the most awful way – 18 die every year after a good night out.

These statistics form the background to Home and Dry, a free on-line water safety course that was launched in January by West Mercia Search and Rescue. It takes about 30 minutes to complete the course and it includes some very descriptive short videos which effectively illustrate the points being covered and you even get a certificate at the end. The course includes information and advice on drowning, water and how it behaves, hazards in the water, safety precautions you can take, rescue techniques and resuscitation of a drowned person. I found it very interesting and worthwhile. Even if you are extremely experienced around the Inland Waterways I think you will find some items of interest that will add to your safety on and near water.

Find the course online at westmerciasar.org.uk or via the Home and Dry Facebook page (www.facebook.com/nomoreriverdeaths)

John Myers



photograph courtesy of West Mercia Search and Rescue

The Black Shed

the last remaining trace of Newport Wharf

Work to build the Newport Canal started in 1830 and Newport Wharf was created at the same time by William Provis at a cost of £683.1s.4d., nearly £80,000 today (Cubitt's report 1834). The canal was officially opened to traffic in 1835 and it connected Newport to Shrewsbury to the west and to the national canal network to the east. The Wharf was very important to the town as it provided a cheap and easy way to bring goods to the town, so it brought down the price of bulk items, particularly coal, and provided a means to safely transport items manufactured in the town, as well as agricultural goods.

Newport Wharf was sited on the opposite bank to the towpath and the basin was larger and deeper than the indentation which is all that is left of it today. In 1974 the much larger warehouse which used to stand behind the Black Shed was removed to Blists Hill Museum, where it is now used as the carpenters sawmill.

Adjacent to the Black Shed is Town Lock. Town Bridge, with its fine roving bridge on the far side, is a scheduled Ancient Monument. The towpath changes sides at Town Bridge and the roving bridge allowed horses to cross over the canal without the need to unhook the tow rope.



A gas boat transporting tar from Shrewsbury Gas Works passing through Newport Basin on its way to the Black Country in 1921

- courtesy of the Black Country Museum



loading grain at Newport Wharf

- courtesy of Newport Historical Society



A Victorian Sunday School day out at Newport Wharf

The Black Shed

historic building still in use today

The Black Shed is very important to the SNCT as it gives the Newport Support Group a base for its work parties as well as somewhere to store their tools and materials and to shelter in bad weather. The shed is shared by a number of voluntary groups including ourselves, Newport in Bloom, the local anglers and a large Chinese dragon, used for street celebrations such as the Chinese New Year. Very many thanks are due to Telford & Wrekin Council for giving us permission to use it.



Getting started - a very dirty job!

At a recent work party we took the opportunity to clear out and clean one end of the Black Shed interior and to paint the walls white, rather than the existing black. This was quite an effort as we had first to brush away the dust of centuries and it was quite difficult even to take a picture of the work as the amount of dust in the air almost blocked out the subject! Nevertheless, we succeeded in this very dirty job and the white clean walls have given us a much better area to operate in and have made everything easier to see. Our tools are now better organized, ready for future workparties



Painting underway



The finished job



The Black Shed has no statutory protection so the SNCT have installed a panel to explain its history and importance.

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The Waterway Recovery Group (WRG) visit to Berwick Tunnel

Excitement and anticipation were high for the Shrewsbury Canal Rewatering Group (SCRG – see issue 65, February 2017 for background) work party this January as the group were preparing the Berwick Tunnel site for the WRG's February visit. The main task was to level the ground for the new work compound. And in order to have everything ready for the WRGies, a small excavator was employed to level the ground and clear the large mound of rubble and old metal that had accumulated over many years. The SCRG volunteers' extended two day work party meant that the site was well prepared for the week long WRG camp taking place between the 11th and 18th February.

The WRGies arrived at Uffington Village Hall on the Saturday, so Sunday the 11th February saw work start in earnest. One group installed both vehicle and pedestrian gates at the lane entrance, which made the site secure. A second team worked to install a vehicle access gate and post and rail fence to secure a new compound where materials and stonework can be stored during reconstruction of the tunnel portal. A third team worked down by the tunnel entrance levelling ground and improving the drainage. This area is very wet, meaning some of the work here needs to be delayed until the weather improves later in the year, to allow the ground to dry out. By Wednesday morning the site entrance and the compound were completed and the main effort moved on to clearing debris from the canal, some improvements to the towpath and a lot of scrub bashing.



WRGies install new gates to the lane entrance



The tracked wheelbarrow was a real boon



View of the tunnel entrance from above with the new fence in place



A lot of large trees needed clearing



Taking a cruise along this new waterway

Despite the mud some progress was made at the portal, where the sandstone edging of the canal was uncovered next to the entrance. Further along the line, members of WRG employed their winch to good use, removing heavy timbers from the water and tree roots from the banks. At the same time tree trunks cut down at earlier work parties were recovered to the new compound ready to be made into fire logs which will later be sold to raise funds. Even with the snow, high winds, rain, biting cold winds and mud it proved to be a very successful week, so much so that the volunteers could not resist the opportunity to launch a boat and take a little cruise along this new waterway.



Slowly the canal emerged as clearance progressed

No report would be complete without saying our very sincere thanks to both the Waterway Recovery Group and the Canal & River Trust, without whose help all this success would not have been possible.

The SCRG work party in March rounded off the work with some finishing touches including planting a yew hedge around the front of the compound to provide a green screen and added security.

Alistair Price



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