

S&N News

SPRING 2019

The quarterly newsletter of
The Shrewsbury and Newport
Canals Trust



*S&N News is
sponsored by
Taybar Security*



Restoration of small warehouse begins - full
story about Wappenshall restoration page 18

www.sncanal.co.uk

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what's in your S&N News

The quarterly newsletter of the
Shrewsbury and Newport Canals Trust



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COPY FOR S&N NEWS

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i.e. first January, first April, first July and first October.

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notes from the chair

The Festive Season is over for another year, so the Trust looks forward to a very busy 2019. A huge amount of planning, negotiating and on site work has finally resulted in significant progress being made at Wappenshall Wharf. Then there is the exciting prospect of re-purposing both the North and South portals of the Berwick Tunnel after the tremendous voluntary effort being made there. The boundary issue at Meretown has been resolved and the battle with Himalayan Balsam is being won along the Strine Brook and the canal in Newport.

We have the very exciting new radio station "Waterwaves" that officially launched on 4th January and is broadcasting from Wappenshall. This will be a great way to publicise the SNCT's activities and aspirations into the future. These things don't just happen; they are the fruits of many peoples' voluntary effort, who willingly give of their time to support the Trust. But we now need more people to come forward to help. With so much great progress having been made, we need to maintain momentum now. I meet many of you that say "Oh, I'm too old now to be doing anything to help." But, there are many things that you can help with that don't require a good level of physical fitness! For example, we now get many members of the public that are interested in what we are doing at

Wappenshall. They often turn up whilst we are working, so somebody has to stop what they are doing to speak to them and provide them with a leaflet and a look round the open buildings. We are now holding weekly work parties at Wappenshall on Fridays and Saturdays, so could anyone help with this task? It will then enable those working on the restoration to be more effective. If you can help, please contact Trustee Phil Jones (see inside front cover for details). The regular monthly work parties at Newport and Shrewsbury on the 1st and 3rd Saturdays of the month, plus the Thursday work parties held at these venues continue too. Contact Trustee John Myers (see inside front cover) for the Newport ones, or Alistair Price on 07980 123444 for the Shrewsbury ones.

Bernie Jones chairman

IWA Branch AGM

Wappenshall Wharf

Saturday 13th April at 10am

This will be followed by presentations:

The birth of a

Waterways Radio Station with

Captain Phil Tarrant

and

SNCT Progress with Bernie Jones

and

a "Hard Hat" tour of

Wappenshall Wharf

including the small warehouse

Lunch is available for £5 per head,

payable on the day

but it needs to be booked with

shrewsandnwales@waterways.org.uk.

Dates for your Diary

Do, please, check the website for updates

- **Restoration workshop**
Saturday 30th March 10am - 3pm
Canal & River Trust Offices,
The Heritage Skills Centre,
Canal Lane, Hatton CV35 7JL
Register your interest by emailing
alex.melson@waterways.org.uk
- **IWA Branch AGM**
Saturday 13th April 10am
Wappenshall Wharf
see programme on opposite page
SNCT members are welcome
- **Norbury Canal Festival**
Bank Holiday Weekend
4th, 5th and 6th May 2019
Norbury Junction,
Staffordshire ST20 0PN
Opens each day at 10am
Volunteers needed
contact Phil Tarrant at
phil@powerfulorganic.com
- **SNCT AGM**
Saturday 8th June
Further details as we get them
- **Gnosall C-Fest**
Friday July 19th
to Sunday July 21st
Shropshire Union Canal towpath,
opposite the Boat Inn, Gnosall, ST20 0AD

New Members

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

- Prabath & Dilani Suraweera**
Newport
- John & Janice Hendy**
Newport
- David Boney**
Middlesex
- Jon Birchall & Helen Trow**
Preston on Severn
- Helen & David Jasper**
Wellington
- IWA Chiltern Branch**
Buckinghamshire

SUPPORT GROUP MEETINGS

NEWPORT

Wednesday 6th March

Wednesday 1st May

7.30pm British Legion Club
Audley Road, Newport TF10 7DP
Contact: John Myers 07711 858986

TELFORD

Monday 11th February

7.30pm The Elephant & Castle
1 High Street, Dawley TF4 2ET
Contact: Alan Harding 07944 753009

SHREWSBURY

Tuesday 12th March

7.30pm Meole Brace Bowling Club,
Meole Rise, off Upper Road,
Meole Brace, Shrewsbury SY3 9JT
Contact: Peter Cann 07985 046461



At 970 yards the tunnel at Berwick is the only tunnel on the Shrewsbury & Newport Canals. I am often asked about the condition of the tunnel and if it involves a lot of work to return it to use. This is difficult to answer until it has been fully inspected by a qualified engineer and clearly the North West portal is in need of a lot of work in order to return it back to a good standard.

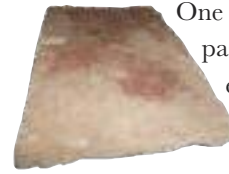
CRT carried out a safety inspection two years ago and, having spoken to a number of people including CRT employees about this, I understand that visually the brickwork looks to be in good condition with good straight lines and little or no sagging or bulges. One short section of roof needs qualified inspection and the base of one of the air shafts requires work whilst some brick work needs replacing. Sections of the tunnel are quite dry with other sections having water ingress with some interesting deposits of minerals. Apart from this the whole tunnel is in water and CRT use a small boat to carry out their inspections. The channel is blocked below each air shaft by the brick rubble dumped down the shafts following the murder of Betty Smith in the 1950's at which time the air shafts were capped.

From what I understand the tunnel is in good condition after being abandoned for sixty years, leading me to believe that complete restoration, whilst a large project, is quite possible.

Alistair Price



Berwick Tunnel progress



One of the things about canal restoration that gives me pleasure is the link to the past, especially the odd items we uncover while working. I was therefore quite excited to find this tile while working by Widows Bridge in Berwick cutting. What caught my eye was the slightly uneven shape and on closer inspection the thumb print of the maker pinched into the lug before it was fired.

After returning to the NW cutting at Berwick, Shrewsbury work party have concentrated on clearing fallen branches and trunks from the canal and tidying dead vegetation from the off side. Larger timber had to be pulled from the canal using a tirfor winch, while smaller timber and vegetation was cleared with two grappling hooks and a lot of muscle. By the end of December only half of a willow tree which had collapsed into the canal remained to be cleared in the New Year.

All the regular work party members expressed their satisfaction at being able to look from the tunnel portal along a stretch of water as far as the A5. Members are now looking to next year where a number of WRG visits are either confirmed or under discussion and along with an enquiry from Railtrack to hold a one day work party with us looks like a busy year to come. The group is also looking forward to working with Sundorne Estate on other sections of the canal especially around Rea Farm where we hope to find the old swing bridge and further inspect the winding hole.

Alistair Price



Buried stonework of the Swing Bridge



Return to Moss Pool Bridge

In 2012 the Trust undertook probably its first actual restoration when a work party partly rebuilt Moss Pool Bridge No 12. This is the first bridge that you come to going east from Newport across the A41.

In Spring that year it was discovered that a tree root had managed to penetrate the stone work of one of the bridge parapets, cracking the mortar and lifting all the stones above. In July that year a group led by Steve Evans, with his JCB, and Fred Cooper, our expert bricklayer and dry stone waller, set about the task of rebuilding the bridge wall. It was heavy work, but with great enthusiasm and lots of elbow grease, we managed the complete job within the day.

This January a work party re-visited the bridge to check it out and clear the ivy which had returned to cover the bridge. The lime mortar was found to be in excellent condition and the ivy came away from it very easily. The group cleared it in the morning and then moved on to other tasks. Further work to remove the ivy roots is still needed and will be scheduled in for future maintenance.



A musical SNCT evening

Two of the world's most accomplished musicians performed to a full house at Norbury Junction in November in order to help raise funds for the SNCT.

Daniel Champagne, an acoustic guitar prodigy from Australia, is still in his 20s but has already shared the stage with the likes of INXS and KT Tunstall. Last year, he had already played in the USA, Canada, Germany, France, Denmark, Ireland and Poland. His playing style incorporates elements of folk, blues and flamenco, while his relaxed story-telling between songs had the audience in hoots of laughter. Daniel amazed as

he played with both hands on the neck and drummed on the guitar, sounding more like a full band than a solo artist. To further help support the SNCT, he recorded a special track on board a narrowboat at Norbury Junction - this can be viewed on Youtube (www.bit.ly/dc4snct).

Daniel was supported by Stafford's own Dan Walsh, a recent BBC Folk Musician of the Year nominee. Dan, who has performed with the likes of Duane Eddy, Joss Stone and Martin Simpson, dropped in on a night off from touring with Urban Folk Quartet. The audience sat open mouthed as he played his banjo at lightning speed, taking in bluegrass, reels and even music inspired by a trip to India.



The event was organised by SNCT member Sean McDougall, who lives at Norbury Junction. He says he put the event together for three reasons: to provide an audience for musicians of extraordinary talent; to help raise awareness of the important work done by the SNCT; and to sustain the link between folk music and the life of the canals.

Sean says the night exemplifies the two types of artist that he hopes to attract to future events. "Daniel Champagne plays large festivals and theatres in Australia, the USA and Canada, while Dan Walsh from Stafford is a massively talented musician at the start of his career. Both deserve an audience in the UK. If we can do that, while raising much needed funds for the SNCT, then that can only be for the good."



A press cutting located for S&N News by Jan Johnstone
From the Shrewsbury Chronicle dated 17th September 1858

How part of the Shropshire Canal became a railway

The ceremony of cutting the first sod of this (the Hadley and Coalport) railway, which is better known as the Shropshire Canal Conversion, took place on Tuesday afternoon last in a field in the vicinity of Hadley near Wellington on the Shropshire Union line. Although no public announcement of what was about to take place had been given, a

considerable concourse of people had assembled to witness the ceremony.

The proposed line is a branch of the London and Northwestern; it extends from Hadley to Coalport and is 7 miles, 7 furlongs in length. From the character of the district which the line will traverse, a very considerable amount of passenger traffic, as well as coal, limestone and iron ore, may be expected. The engineer is J. E. Errington, Esq., of the firm of Messrs. Locke and Errington, which justly ranks among the most eminent engineers of the day; the contractor being Daniel Climie, Esq., of Shrewsbury. The first section of the line, viz. that between Hadley and a little beyond Oakengates, is expected to be completed within twelve months.



Hadley station at the close of the 19th century

Shortly before five o'clock J. E. Errington, Esq., engineer, D. Climie Esq., contractor, Rev. James Barton, of Hadley, Mr. Martineau, the resident engineer, Mr. Mackenzie, Mr. Hulett, and other gentlemen, repaired to the scene of action, the spot selected being a field in the occupation of Mr. A. Peplow. Amid loud cheers Mr. Errington, the Rev. J. Barton, Mr. Climie, and other gentlemen, cuts sods, and wheeled them up the bank. This being accomplished, Mr Errington addressed the company as follows:

'Gentlemen, I regret exceedingly that it has not been in my power to give more ample notice of the commencement of this work. This kind of ceremony has now become an established custom, and it always assists in promoting a good understanding between the various classes of the neighbourhood in which it takes place, and I hope it may be so on the present occasion. (Cheers.)

'This is not so large a work as many of those in which I have been interested, but intrinsically few can be more important. It has always been one of the difficulties of art to surmount a ridge between two valleys, and in this case, that is the work we have to perform. The work

we have started this day will continue to connect you with the Valley of the Severn. I say continue because one of the most daring works for the time, has hitherto carried on that connection. About a century since when the mining operations of this district began, a canal was devised, the summit level of which was several hundred feet about the Severn. It was connected with the valleys by inclined planes carrying the laden boats from the summit canal to the canal below, all by steam power, and one of the oldest condensing engines remain still in active work and good order, pumping the water from the Ranelagh reservoir into the canal.

'The work we are now submitting becomes absolutely necessary from the continual mining operations which have now made the bottom of the reservoir so many cullenders, that it is impossible (the escape of the water to the underground work being so great) to continue the



and today!

supply to the canal. Thus the admirable work devised a century since, has, in assisting the mining operations, undermined itself and destroyed its own efficiency. Thus a railway in this district could no longer be postponed, and I trust that by this undertaking the traffic of the district will be as satisfactorily carried on as it was hitherto done by the canal to which I have briefly alluded. In conclusion I wish every

success to the worthy contractor, Mr Climie, who, it is evident, has determined to carry on this work with great spirit. I beg to propose three cheers for him.' (Great applause.)

Mr Climie, in reply, said: 'I thank you Mr. Errington, for your kind wishes and for your courtesy in attending here today to commence our work. I hope and trust that we shall before this time twelve months, to be able to open a communication up part of the valley to which you have referred. The object for which the line is promoted has been so clearly explained by you that nothing in that respect is left for me to do. I shall, therefore, simply repeat my thanks to you and the company present.' (Loud cheers.)

The Rev. J. Barton briefly expressed his hearty approval of the project, which he considered would tend to promote the moral and material welfare of the district with which he was connected. (Cheers.)

Notes:

- The railway opened on 17 June 1861 and was mainly used by freight traffic. Finally closed in 1964, part of the track now forms part of the Silkin Way.
- The inclined plane, known as the Hay, was taken over by the London & North Western Railway in 1857. They closed the Shropshire canal between Wrockwardine Wood and Windmill inclined planes.
- Eventually the Coalport Branch Line from Hadley passed beneath the Hay Inclined Plane near Coalport.

Pictures with the kind permission of Stirchley & Brookside Parish Council

Dredging the Newport Canal?

We have known for a long time that the bottom of the sections of canal in water in Newport is getting far too close to the surface and that it urgently needs dredging. Telford & Wrekin Council (TWC) are keen for this to happen and Natural England have approved it in principal, so we have been looking around for grants for some time. The lengths from Meretown Lock to Tickethouse Lock have not been dredged since the 1980's although the western most section was cleared after a more recent breach.

Unexpectedly TWC located a suitable grant, applied for it and were short listed, giving only 60 days from early November to get quotations from contractors, especially as it was necessary to estimate fairly accurately how much silt needs removing. This is where the SNCT came in.

TWC asked if we could undertake the necessary measurements. Fortunately we had one of Newport's monthly Thursday mid-week workparties planned and we were able to divert to the task at short notice.

In the event eleven volunteers, including five from Amey Consulting who joined us for a community action day, turned out to complete the task. We borrowed a dinghy from the anglers and used this to take readings of the current water depth every 10 metres along the length of the canal and every 2 metres across the width of the canal. One of the Amey



volunteers took width readings with a laser measure, while two people went ahead of the party putting in canes at 10 metre intervals. Two people manned the boat, taking the depth readings with a custom made measure. Others supported by talking to members of the public and helping move the boat around the locks. We worked all day from 9.30am until the light was going, managing to complete the job just as it was getting dark.

Very many thanks to everyone who turned out but particularly to the guys from Amey Consulting as we could not have done the job in the time without their help – and their laser measure.

John Myers



stamps make money for the Trust

Please keep collecting all your used stamps. In view of the high cost of mailing them, can we suggest that you bring them to Trust functions or you can still send them to:

Elaine Evans,
231 Monkmoor Road, Shrewsbury SY2 5SW.
 who has taken over as our central stamp collector from Mal Evans

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The Shrewsbury & Newport Canals Group

Restoring the S&N in the 1970s Part 1

In 1973 I discovered the S&N in an industrial archaeology book in the school library. That summer, my mate, Toby Shelley, and I walked from Shrewsbury YHA to Norbury, camping en route. In those days, much of it was intact and a dream formulated in my 13-year old mind that one day this canal could be re-opened...

As a subscriber to Navvies, in 1974 I wrote a letter asking whether anyone was interested in forming a group which aimed to restore the canals. The response was good – perhaps 15 people who were prepared to be actively involved. John Roberts from Stourbridge suggested an initial feasibility meeting. This was held at my parents' house in Leamington Spa in 1974. It was decided to create the Shrewsbury & Newport Canals Group (S&NCG), with the aim of full restoration. John was elected Chairman and I was “project manager” (an extremely grandiose term for a 14 year old!).



*S&NCG receives a cheque from Shell
10th February 1978*

We then produced a “feasibility study.” I donated all of the S&NCG papers to the SUCS at a meeting in Long Lane perhaps 20 years ago, so I hope a copy still exists.... It was a fairly naïve document (produced by a teenager, on Gestetner stencils), and it was, from what I remember, fairly dogmatic and idealistic. However, we sold quite a few copies (perhaps as many as 100, at – I think – 50p a copy). We also sent copies to the newly formed District Councils, the two County Councils and Telford Development Corporation, and sought their support and views.

Guillotine magazine



We were flabbergasted to be invited to a meeting in 1974 at Malinslee House, with all of the Councils and TDC present, initiated by Roger Edmondson at Wrekin District Council. You can imagine that this gave us a high degree of hope that we were being taken seriously. The outcome of the meeting was that the restoration was beyond public finances (estimated cost £5m in those days) and complicated by land ownership issues, but there was support in principle.

The Group then moved into “action mode.” With help from Shrewsbury & Atcham Borough Council, the Sundorne Estate allowed us to start work on repairing the bridge at Uffington. We held an initial work party and then participated in a Granada TV activity day called “Granada Reports – Action.” At that work party we had over 100 people.

By early 1975, we had repaired (fairly poorly) some of the brickwork and parapets at Uffington Bridge and cleared part of the channel. Work parties were irregular and sparsely attended. The key players were myself, John Roberts and his family, Mike Davies, Tony Clayton and Alex Bielecki. More work was to follow.....(see next issue of S&N News)

Simon Rowberry

*BWB recommendation
that a length of canal
at Upton Magna be
leased to S&NCG*



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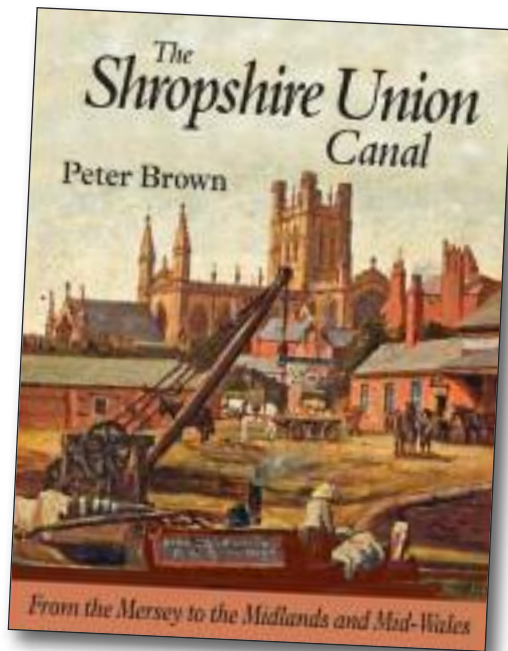
The Shropshire Union Canal

– *From the Mersey to the Midlands and Mid-Wales*

£ 35.00 by Peter Brown.

Hardback ISBN 978 0 901461 66 7.

Height 250mm, Width 93mm



The Shropshire Union was created in the 1840s by the amalgamation of the Ellesmere & Chester, Birmingham & Liverpool Junction, Montgomeryshire and Shrewsbury Canals to form a network some 200 miles in length.

The main line went from the north-western edge of Wolverhampton, through Market Drayton, Nantwich and Chester to the Mersey at Ellesmere Port, together with a branch to Middlewich. The long 'Welsh Branch' ran from near Nantwich via Whitchurch, Ellesmere, Llanymynech and Welshpool to Newtown, together with a branch to Pontcysyllte and Llangollen. A further branch served Newport, Wellington and Shrewsbury. The intention when the companies merged was to convert many of their canals into railways and to build further railways. In the event, only one railway was built, from Stafford to Shrewsbury. Not long after the merger, the Shropshire Union was leased to the mighty London & North Western Railway.

This book relates the history of the constituent companies all of which were originally formed in six decades from 1770, comparing their policies and progress. It follows the Shropshire Union under railway control, examines the reasons for the decline and closures, then brings the story up to date with nationalisation, revival and restorations. To keep the length of the book manageable, Ellesmere Port, Liverpool docks and the cross-Mersey trade are considered only to the extent that they relate to the canal network.

The emphasis is on the canals as businesses and as part of local history, the economic and social aspects being stressed. As far as possible, the reasons why decisions were made is explained. The final chapter discusses the changing role of the canals and considers the lessons to be learnt from the various restoration schemes.

“You’re raising £2,652.00 for your cause each year!”

(a message that we received from Telford & Wrekin Council in October)

What a great email to get. It shows how powerful the new Telford & Wrekin Council lottery is at raising funds for the SNCT and Wappenshall. And this level of fundraising is being achieved by just 49 supporters so the potential, with our 1400 members, is massive. °And our members have started winning, with the top prize won so far at £250.

Remember not only can a £1 line on the lottery win up to £25,000 but 60p of that pound will go to charity, 50p to SNCT and a further 10p from every pound paid into the lottery will be shared out at year end. With the best supported causes getting the lions share, at present we are the largest single cause but that is not going to last unless we get more people to buy more tickets.

So please join in, go to the website and register to take part. And ask all your friends to do the same. Each weekly ticket has a 1 in 50 chance to win a prize, with a top prize of £25,000!

To get involved go to <https://www.twincl.co.uk/support/shrewsbury-and-newport-canal-trust> . This will take you directly to the SNCT’s webpage from where it is a simple task to choose your numbers then give your own details and sign up for regular credit card or direct debit payment. It's all explained clearly on the webpage.

This has the potential to be a long lasting and generous source of funds for the SNCT. Currently our webpage is appealing for money to help Wappenshall but this source of money should last for many years and go well beyond Wappenshall to help us restore our canals.

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IWA Donation

Shrewsbury & Newport Canals Trust is delighted to announce that the Shrewsbury District and North Wales Branch of the Inland Waterways Association has agreed to donate £3,000 towards Phase 1 of our major project “Thomas Telford @ Wappenshall Wharf.” The donation will greatly help the Trust to complete the restoration of the smaller, Thomas Telford designed warehouse at the wharf, which will see a coffee shop/bistro installed and open to the public in the autumn of 2019. Currently, the project is on schedule with the roof slates being replaced after all timberwork had been restored. Work will continue in the year and will include the re-watering of the East Basin.

Wharf Update

Wappenshall Wharf has had a very busy, productive and enjoyable 2018. Our volunteer cohort has increased and the team have worked extremely well together and reached most of our targets.

The old road bridge next to the site entrance, which is actually in our next door neighbour’s garden, had become totally overgrown and needed to be cleared in order for its construction to be clearly seen. This was a mammoth task and took over 3 months to complete. Clearance has been accomplished ready for the brickwork to be repointed.

The left hand bridge arm of the larger Transshipment Warehouse, also in our next door neighbour’s garden, has been cleared of vegetation and found to be in very good condition.

On the other side is the old wharf managers house, now owned by Alan Harding, an SNCT trustee. The canal’s capping stones cleared of debris and a large self-set ash tree’s roots, that were growing through his canal wall, has been cut down and totally removed from the canal bed.

The Stop Gate has been coated with protective wood treatment, mounted on a concrete base and supported by a purpose built galvanised steel frame (thanks to Tesco “Bags of Help” for the £1000 grant). An information panel is being fitted.

A Memorial Gate is to be refurbished and fitted with a plaque dedicated to David Gardener

who passed away so suddenly. David worked on the adjacent farm and was a good friend to the Trust, on many occasions using utility vehicles to move heavy items around.

Starting to restore the small warehouse

Earlier in 2018, the more recently added false ceiling and stud walls were removed from the first floor of the small warehouse. The external rotten stairway next to the cast iron crane, was then taken down.

In November, scaffolding was erected to enable the roof slates, battens and felt to be removed by a contractor. Once the roof timbers had been exposed, our volunteers removed rotten timber sections and renewed them as required. All roof timbers were then sprayed to prevent woodworm contamination. Paint from the internal walls is now being carefully removed from the brickwork by using scrapers and rotary wire brushes.

We have purchased a scaffold tower to allow more volunteers to become proficient in its construction and use.





Wappenshall work party projects for 2019 will include:

- Continue restoring the small warehouse (Plan B Phase 1)
- Creosoting the Trust's side of Alan Harding's wooden fence and painting its steel posts black
- Re-pointing the brickwork of the old road bridge
- Removing the spoil and lining the east canal basin ready for re-watering it
- Finishing the memorial gate project
- Laying and re-grass seeding the Stop Gate foot path

A busy 2019 is forecast!

Philip Jones, Wappenshall work party leader



Are You Listening to Waterwaves?

the new SNCT radio station



Waterwaves is a new radio station based at Wappenshall and transmitting a 24/7 schedule of music interspersed with news and information snippets about canals, rivers, the high seas and harbourside locations. It not only plays great music, but it will be used to market the SNCT and its activities. The station had its official launch on 4th January and will develop into a unique listening experience that does not bombard you with adverts. It carries interviews with volunteers, stakeholders, sponsors, local councillors and everyone else involved in the inland waterways and will tell everyone just what the Trust is up to: work parties and what their tasks are, the Norbury Canal Festival, events that the Trust attends, plus news, views and historic points of interest. It will really help to put Wappenshall on the map and raise some funding too.



Captain Phil Tarrant

The programme includes:

- A main live news broadcast with updates about the canals, rivers and waterways every morning at 07:00 hrs
- A magazine program with phone in during the morning.
- Another news and information programme at noon followed by recorded interviews and commentary.
- A book club phone in programme and news and info program at 17:00.

During the evening there are guest DJs and phone ins, all interspersed with a great selection of music. "The salty adventures of Captain Phil on the high seas" are hosted by Captain Phil himself, covering his years spent at sea and the many stories he has to tell, some funny, some a bit more serious but always entertaining.

Trustee Stephen Kearney will be the station's roving reporter on the canals using his narrowboat as his base and also keeping everyone up to date with the upcoming Benjamin Cuttle TV programme. Peter Cooper has just joined the team as a reporter and presenter based in Poole. You can access the radio station via the website www.waterwavesradio.net Or download the Android app from <https://play.google.com/store/apps/details?id=com.radioco.ma63ec2952> or the iPhone app from <https://itunes.apple.com/gb/app/waterwaves-radio/id1448349541?mt=8>



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Obituaries

Derek Taylor



We are sad to hear of the passing of Derek Taylor. He was one of the Shrewsbury Support Group's founding members and gave of his all for the Trust. He could be relied upon to man the Trust stand at any event and worked tirelessly at the work parties in the Shrewsbury area. One of his highlights was winning the "Upton Magna Fete Town Cryer Award" in 2016. He will be greatly missed by the many friends he made within the Trust, but his memory will live on because he interviewed so many of the contributors to our Oral History Archives, now part of the National Archive. His distinctive Shropshire accent will therefore never be forgotten.

Donation. We have just received £154 from the retiring collection made at Derek's Funeral that has been donated to the Trust.

Jo Havell

With sadness we must also announce the death of Jo Havell on December 14th 2018. Jo has been a long standing and active member of the Trust and she and her late husband Paul did a great deal for the SNCT. She will be greatly missed.



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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.

Did you record the hours that you worked for the Trust?

In 2018 Maggie Phillips recorded details of 7,328 hours that our volunteers had worked for the Trust but, unfortunately, there are still lots of people not claiming the hours that they do. If everyone claimed we could probably add over 1,000 hours to that total.

If you are putting the time in for the Trust please claim the hours and, who knows, maybe next year we can make it 10,000. That would certainly raise some eyebrows in the canal restoration movement and improve our standing with the Canal & River Trust.