



# S&N News

1/2008

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

Issue 29

The Shrewsbury & Newport Canals Trust is a Registered Charity, no. 1088706 and a Registered Company, limited by guarantee, no. 4075920.

*Patrons: John Craven OBE & Nick Owen*



*Find out what these members are looking at on page 13.*

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

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## Electronic S&News

If you would prefer to receive S&News as an Adobe Acrobat attachment to an email, please email 'news@sncanal.org.uk' with the subject as 'Email S&News'. This version will be in colour and received earlier than the printed version.

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## Membership

We are very pleased to welcome as individual and family members:

Stephen & Natalie Taylor of Newport  
James Murphy of Stafford  
Paul & Jo Havell of Wellington  
Terry & Julie Homer & Family of Newport  
Deborah & Paul Hetherington & Family of Shrewsbury  
David Mann of Paignton, Devon  
Miss Dawn Rippard & Rita Edwards of Shrewsbury  
Maxine & Mark Gamble of Newport  
Michael & Pamela Hitchin of Oakengates  
Monica & Mike Passey of Newport  
Rachel & Philip Towers of Shrewsbury  
Peter & Barbara Higgs of High Ercall, Telford  
Jean Waters & Herbert Hulme of Wem  
Raymond & Barbara Edge of Shrewsbury  
Nicholas & Heather Hall of Shrewsbury  
Geoffrey & Patricia Mather of Market Drayton  
Julian & Tammy Harrison of Shrewsbury  
Allison & Andrew Blakeway of Kinver, Staffordshire  
John & Monica Dalby & Family of Shrewsbury

## Dates for Your Diary

Please also watch the website for updates and further details (Events page).

- ◆ **Thursday 13<sup>th</sup> March 2008** – 7.45 p.m - Trustees' meeting – Newport \*
- ◆ **Saturday 15<sup>th</sup> March 2008** – AGM and Members' Day (see page 7)
- ◆ **Saturday 3<sup>rd</sup> & Sunday 4<sup>th</sup> May 2008** – Norbury Canal Festival (see page 9)
- ◆ **Thursday 15<sup>th</sup> May 2008** – 7.30 p.m - Trustees' meeting – Shrewsbury \*

\* Please contact the Secretary to confirm date and location if you would like to attend. Also note that members may be asked to withdraw for certain confidential items

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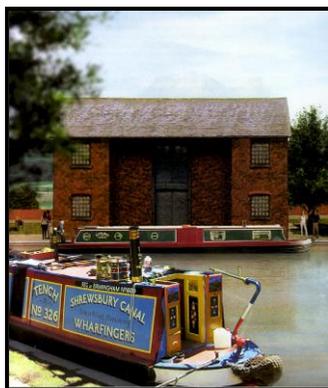
## Wappenshall Update

The last few issues of S&News have reported on the position regarding the Wappenshall warehouses, firstly the Trust's planning permission which sought to preserve the form of the buildings and bring the adjacent section of the canal back into water, whilst introducing uses that enhanced the site and provided for interpretation, education, tourism and leisure activities; and the subsequent placing of the buildings on the open market for sale by informal tender by the current owners and the Trust's appeal launched to raise money to form the seed-corn finance for the purchase by the Trust.

This issue of S&News has been delayed in the hope of being able to bring exciting news of further developments. As previously reported the Trust did register an interest in acquiring the buildings, and it can now be confirmed that the Trust's bid was accepted by the vendors, subject to the funding being arranged. Although much progress has been made, unfortunately as S&News goes to print this has not yet been concluded.

However, it is certainly true that the tremendous response from members to the appeal that was made has been highly significant in reaching the current position and, it is hoped, that the Trust will soon be able to announce the news that it has acquired the buildings and basin. A huge thank-you goes to all who contributed so generously, and so swiftly!

Watch the website for the latest developments – 'News' page.



## **From the Chair....**

I've been thumbing through four years worth of paperwork this last few days and it seems that virtually every time I put pen to paper I start by saying....'this is a very important time for the Trust'.....

Well, I'm going to do it again! At the risk of repeating myself, we find ourselves at yet another crossroads. The Trust has evolved, matured and grown in strength immeasurably; in terms of ambition, engineering expertise and enthusiasm the S&N is clearly at the fore front in canal restoration initiatives. We do not, as yet, have any evidence on the ground, to substantiate our aspirations. Our work parties at Wappenshall and Lubstree have revealed a great willingness amongst the membership to get on with job, but as significant as this work has been Mother Nature soon takes over again.

I was rash enough at the last AGM to state that I wanted to see a boat on the water somewhere on the Shrewsbury within the next twelve months. Well, it has happened, tongue in cheek, up at Norbury Junction, albeit on the stretch leading to the first lock..... that statement has been thrown back at me recently, but I'm glad I said it, if only because it served to open a dialogue with individuals and groups that were not previously inclined to talk to us.

At a meeting recently it was put to me that we had absolutely no chance of restoring the canal because of the funding issues and the pockets of local resistance to actually having a re instated canal passing through their land. The biggest difficulty in the debate was my inability to convince those present that there are benefits to be had from the canal being re instated...benefits locally and personally.

The debate in Shrewsbury regarding the River Severn and in particular the future use of this wonderful resource is similar to that with our canal. People are used to seeing the Severn meandering around the town and do not want to see any change. The fact is that it is enjoyed exclusively by fishermen and the local rowers. Anything that might threaten that use is being resisted. The feeling at the meeting I went to recently, specifically about the restoration of the Shrewsbury and Newport Canal, was exactly the same. Some people were resistant to any of our plans simply because they could not see any benefits to them personally, I can appreciate that, others expressed the opinion that whilst they had no problem with boats and the canal being restored they were concerned about all that goes with it...tow paths with walkers, joggers fishermen and litter, dogs etc etc. it's very hard to argue with these sort of concerns, but, as with the Severn in Shrewsbury, there are ways that all of this can be managed and importantly the debate should not be stifled.

Given that the canal has lain derelict for so long it is not surprising that it has been

difficult to establish ownerships, boundaries and responsibilities. At the meeting recently at Harper Adams I met land owners that had been invited by the students to come and discuss the canal restoration. There were people at the meeting that maintained that no one had approached them before and, as one might expect, there was clear resistance to our proposals. We have a lot of work to do in this respect. Over the next few days I hope to be in a position to report back on the findings of the students in their research into the whole project, especially regarding the landowners. Without the support and co operation of the landowners, the major stakeholders, we have no canal to restore!

*Chris Chambers*

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## **In brief....**

### ***Sustrans' Connect2***

As you may have seen on TV or in the press, the winner of the 'People's £50 Million Lottery Giveaway' was Sustrans' Connect2 for investment in walking and cycling UK-wide. There are 79 Connect2 schemes across the UK, one of which is 'The Severnside Gap' in Shrewsbury. Shrewsbury has an almost continuous riverside path along the Severn as the river loops around the town except for the section between Welsh Bridge and the station. This scheme aims to complete this riverside promenade by making a much better passage under the mainline railway at Castle Foregate. It will also complete a circuit of the town by using the line of the canal towpath. Detailed plans are yet to be finalised but the Trust looks forward to working with Sustrans as it develops.

### ***Free Printer Cartridges***

We've all experienced this for sure. Just after you've bought a load of ink cartridges your printer packs up and, of course, they don't fit your new printer! Well Dennis Rogers has just had this experience and is offering them free to any member that can make use of them. They are not the genuine Epson cartridges but are cheaper ones from Inkcycle, which Dennis says he always found quite satisfactory.

Details of the cartridges are, 8 Epson Stylus Black (T007) and 6 Epson Stylus Color (T008). Both are suitable for Epson Printers - 790 / 825 / 780 / 785EPX / 870 / 870LE / 875DC / 895 / 915 and if you would like them please contact Dennis (details inside front cover).

### ***Letter***

Member John Holden has emailed S&News:

"Many thanks for an excellent autumn magazine. I particularly enjoyed 'Into the Heart of Shropshire' about the trip in 1939 down the canal. Definitely another

world....

I wonder if, say once a year, it would be possible to publish a sketch map of the canal? The Shropshire Union/Montgomery magazine does something along those lines illustrating where restoration is up to. It is very handy to refer to when articles mention places that I cannot remember where they are.”

Firstly John, many thanks for the praise. The article you particularly liked was taken from a photocopy submitted by a member. So, if anyone else is aware of stories of the S&N, or would like to write their own, please submit them.

Secondly, your idea of a map periodically is an excellent one which I hope to take up.

### ***Easyfundraising***

If you shop online you can help the Trust raise funds without costing you a penny. How? Register at [www.easyfundraising.org.uk](http://www.easyfundraising.org.uk), select ‘Shrewsbury & Newport Canals Trust’ as your chosen cause and then when you make purchases using the links from their site up to 15% from every purchase you make, or even up to £45 for taking out an insurance policy, is donated to the Trust. There are over 500 of the UK's best-known retailers including many popular names such as NEXT, Amazon, Debenhams, John Lewis and HMV.

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### **2008 Annual General Meeting & Members' Day**

Members in the UK should have received formal notice of the AGM (if not, please contact the Secretary) that will take place on Saturday 15<sup>th</sup> March 2008. In addition to the formal business a couple of walks and a presentation have been arranged as detailed below.

Arrangements for the day are:

9.15 am - Conducted walks along canal from Upton Magna

Noon - Formal AGM in Upton Magna Village Hall

Lunch (If you would like lunch but haven't yet booked please ring 01952 813377 asap)

2 pm – Presentation by Bob Gough, Huddersfield Canal Society

Afternoon walk.

### ***Morning Walk***

Please meet at 9.15 a.m. at the village hall in Upton Magna for the first of the day's walks. This will initially set out along a quiet country lane to the foot of Haughmond Hill. We will then take the footpath up a fairly steep grassy slope to the top of Haughmond and then along the south-western ridge where there are several vantage points to get good views (weather permitting) of the line of the Shrewsbury Canal and the local Shropshire countryside. We will then take another fairly steep footpath down off the hill to the village of Uffington where we will see further evidence of the old canal line and canalside buildings before

making the return trip along the lane back to Upton Magna in time for the start of the AGM at 12.00. The walk is about 5 or 6 miles with a projected walk-time of approx two hours, plus some time to admire the views and take in the local scene.

Good footwear is essential and suitable clothing for the fairly exposed route on the top of the hill.

### ***Presentation by Huddersfield Canal Society***

We are very pleased that Bob Gough will be joining us from the Huddersfield Canal Society to give us an illustrated presentation of the remarkable achievements of their members in securing “The Impossible Restoration” of the Huddersfield Canal against all the odds. I am sure his account will include a mention of how they had to tunnel their canal under factories which had been built over the route, how an entire town centre had to be re-configured to bring back the long buried the canal through the main street and how they took on the mammoth challenge of restoring the longest, highest, deepest canal tunnel in Britain in order to re-open the route across the Pennines on its journey from Ashton Under Lyne all the way to Huddersfield.

Their achievements have been an inspiration to other restoration schemes across the country and we hope that there will be plenty of tips and pointers which we can take on board for our own project.

If you would like to read more about their work in advance of the talk you will find much of interest at [www.huddersfieldcanal.com](http://www.huddersfieldcanal.com) .

### ***Afternoon Walk***

The afternoon walk will set off from the village hall, heading south, where we will pick up the line of the Shrewsbury Canal as it runs adjacent to the lane. This will bring us to Berwick Wharf. As the name suggests, this hamlet owes its very existence to the canal and here we can see the old canalside buildings and the spot where two of our members began their own restoration project several years ago, making a beautiful job of bringing the canal back to life within their properties. We can also see the start of the Berwick Cutting which leads to the southern portal of the Berwick Tunnel.

The walk will then take to bridleways and quiet country lanes to get to the northern portal of the Berwick Tunnel before making the return to Upton Magna. All the walking is fairly level but some of the bridleways and footpaths could be a bit muddy underfoot. The whole walk is around 5 to 6 miles with a projected walk-time of around two hours, plus time to stop and stare.

If you have any queries regarding either of the day’s walks please contact Brian Nelson ([bnelson@sncanal.org.uk](mailto:bnelson@sncanal.org.uk) or 01743 761447).

## ***Trust Accounts***

The Trust's accounts distributed with the AGM material, do not include any detail of the sources of income. Members may be interested to know that the income of £7,226 in 2006/7 was made up of Membership and Members Donations £5,040, Other Donations £200, Sales £377, AGM £245 and Norbury Rally £1,364.

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## **Norbury Festival**

The Trust is once again organising a May Bank Holiday Festival at Norbury Junction, to take place this year on Sat 3<sup>rd</sup> and Sun 4<sup>th</sup> May. If you have been to this event in recent years you will know what a lovely atmosphere there is at the event, with plenty of boats, various canalside stalls and sideshows plus live music and good food.

This year's event will include many of the old favourites that everyone has enjoyed in the past plus a number of new stalls and activities. The programme currently includes the following, plus some additional ones shortly to be finalised (see website for the latest info):

- Vintage Working Boats and decorated narrowboats
- Free canal boat trips
- Cheese and fudge boats
- Canal crafts, exotic animals, plus various other stalls and sideshows
- WOW (Wild Over Waterways) children's activities organised by the IWA
- Bouncy Castle plus face painting and plenty of other things for the children
- Variety of live performers from bands and Morris men to belly dancing
- Traditional fish & chip supper on Friday evening
- Barbecue
- Carvery on Saturday evening followed by an evening with the Blue Grass Jazz Band
- Church Service conducted from an open working boat on Sunday evening

We are very grateful for the support of British Waterways, IWA and Norbury Wharf Limited and would particularly wish to thank Alison and Mick at the Junction Inn for hosting this event and for all of the work that they have put into the festivals over the years.

Alison is offering a special price to members for the meals on Friday and Saturday evenings provided they are booked in advance. If you would like to take advantage of this offer please get your order to Brian Nelson (email is preferable - [bnelson@sncanal.org.uk](mailto:bnelson@sncanal.org.uk) or phone on 01743 761447) as soon as you can but before 25 April.

The Friday meal is a choice of battered cod, breaded plaice or cod & parsley sauce with mushy peas plus chips or potatoes. Or there is a ham or cheese salad as an alternative. All meals are priced at £6.95 if booked by members in advance or £8.95

on the night.

On Saturday evening there is a three course carvery available to members at £10.95 if booked in advance or £12.95 on the night or you can choose from the Junction's regular menu if you wish. Members will be served from 6pm if you wish to get tables together, with the general public joining us from 6.30pm.

This year all waterside activities are being co-ordinated by Chris Keane. Please let Chris know as soon as possible if you wish to reserve a mooring for the week-end. Landside activities are being organised by Tam Hazan, Linda Thomas and Brian Nelson who can be contacted for further information or checkout the latest news at [www.sncanal.org.uk](http://www.sncanal.org.uk). You will find contact details for all four on the inside cover of this newsletter.

This looks like being one of the best Norbury Festivals to date and is a great opportunity for members to meet up with each other. We look forward to seeing you there!

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### **'The Road to School' 1938**

*[I hope readers will enjoy the following evocative memories of the Trent & Mersey Canal around Harecastle Tunnel. They were written by Joan Carr and have been submitted by member Jean Hammond.]*

The road to school began in a stony rutted track between twisted hawthorns and massive oaks, where imagined figures appeared between the trunks. Out of the wood the road turned left into Boat Horse Lane, a lane of neatly placed cobbled stones of various greys flanked by rough stone walls. Beyond the wall a wood of Oaks and Horse Chestnut which gave a bounty of fiery conkers. Through the trees could be seen the Church with a useful clock to see what time there was to linger before school, for Boat Horse Lane was always interesting. Often the air was alive with the ring of horse's hooves on the cobble stones, the jingling of little bells on their harness, and the clear voices of people leading them. It seemed best to stand aside to watch the circus of horses and their keepers pass by.

The horse's coats glistened in the morning light, their manes and tails were plaited and woven with brightly coloured ribbons of red, green, blue and yellow. They snorted and tossed their heads, making little silver bells attached to the bridles jingle. The men were as powerful looking as their horses striding beside with steady pace to walk three miles to where the canal emerged from the next tunnel.

At the end of the lane stood the canal keeper's house of faded white plaster, windows blanked by white blinds, the door painted black peeling with age. No one had seen the keeper; no one had been seen entering or leaving the house. Some said the canal keeper was too afraid of the canal boggard that lived in the old legging tunnel beneath his house. From the house the road inclined down to the Harecastle canal, yellow brown the colour of strong tea. Here the canal divided, a newer tunnel to the left

where the boats, called dumb boats, without an engine were towed through by a boat with an engine to Tunstall to be met by the horses and men. The legging tunnel, no longer used, provided a source of imagination and adventure. It was a dare to shout into the black maw and wait for the eerie bellow of the echo, the voice of the Boggard of course mixed with the moans of men, lying on their backs, feet on the roof, pushing the boats along for three miles. It was wise to pass quickly by the legging tunnel in case the ghosts of the men wanted revenge for this slavery.

The noise of the engine in the new tunnel amplified to a roar until out of sight. In the silence that followed, we waited for the scream of the woman who had been murdered in its depths.

The story of the murder made every one of the boatees suspect; so passing the boats tied beside the tow path was an endurance test. Eyes down, walking quickly, trying to be invisible but overtly scrutinising the women in long black skirts braided at the hems with bright ribbons like the horses. Most had an apron or sacking tied around the waist. Hair scraped back into a bun, often covered with a shawl. Their faces leathery brown, seemed to have a closed, hard expression. The men, caps pulled down over their eyes, busy with ropes did not look at the girl hurrying by. They seemed a race set apart, completely foreign to the suburbs of the small town. Their homes, the long boats laden with china clay, salt, coal, were painted with roses and castles in bright garish colours. Independent, strong, capable of handling laden boats whatever the weather, controlling the muscular horses – and – so it was said – murder!

Because of the appearance of the people and the stories about them, the road to school became a little feared, until one day, a small child on one of the boat decks crawled to the side and smiled. It was tethered like a dog with a thick rope just long enough to prevent it falling overboard. The mother smiled too and so did I, walking nearer to the boat. She told me the child's name, asked was I going to school. I looked into the cabin to a cosy space, red cushions, white lace circular mats pinned on the walls, a glowing fire in a burnished grate; the firelight reflecting on a wealth of copper and brass, jugs and kettles. Such a picture of homeliness and safety, the fear went and I waved every day to the boatee woman after that; though wary of the men until one frosty Christmas day, the proud possessor of a new green umbrella, I dangled it over a bridge to be admired. It slipped from my fingers and fell with a loud plop into the murky water. Like a kindly uncle a man on the boat took a pole with a hook on the end and spent a long time fishing for my Christmas gift. He smiled and shook his head. It was gone, into the mud; but he said if it was found he would save it.

I never saw it again, but had lost my fear of the boatees.

The road to school, ghost free, was full of interest. Where had the boats come from? Where were they going and why? What did they carry? Who had built the canal and why? My walk to school by the canal opened up a world of inquiry and interest and the insight that people are alike despite appearances or whether they live on a boat or in a mansion.

## Members' Trip to the Falkirk Wheel

Following on from the very popular members' trips over recent years, we have had a number of requests to organise an excursion to the Falkirk Wheel in Scotland to see the results of the ambitious £85 million project to restore navigability across Scotland on the historic Forth & Clyde Canal and the Union Canal which included the construction of the world's first rotating boat lift in place of the 11 locks which had previously made the 115ft drop between these two canals.

The best option I have found to date is through a company which has been used by a fellow Trustee and comes with their recommendation. The company can offer a five day holiday at a splendid hotel on the shores of Loch Lomond to include a full day trip to the Falkirk wheel plus two further full day trips, one to The Trossachs & Glengoyne Distillery and one to Oban, Loch Linhe, Glencoe and Rannoch Moor. The cost of the holiday would be approx £194, including full Scottish breakfasts, table d'hôte dinners, nightly entertainment, coach transport and all excursions. At present there are a couple of dates to choose from in late summer or into the autumn but I would need to have definite numbers fairly soon in order to make a firm booking.



If you think you would be interested in this trip please get in touch with me as soon as possible after receipt of this newsletter. When I know we have a viable number we can firm up the dates and pickup arrangements. Email is preferred

([bnelson@sncanal.org.uk](mailto:bnelson@sncanal.org.uk)) or you can phone on 01743 761447 or write to Brian Nelson, Brookfield, Wroxeter, Shrewsbury, SY5 6PH.

For further details on the Falkirk Wheel please see: [www.thefalkirkwheel.co.uk](http://www.thefalkirkwheel.co.uk)



## Hardy SNCT members brave bitter February wind on Flaxmill tour.

On the morning of Saturday 23 February a sizable contingent of members gathered in the compound of the Flaxmill, Shrewsbury.

The tour was conducted by SNCT Trustee, and English Heritage Senior Building Inspector, John Yates. John provided a running commentary of diverse information and thought provoking points as the group was lead around the site and inside the Flaxmill itself – right up to the top floor of the Grade 1 main mill itself. From the earliest days in the late 1790s through its change of use in the mid 1800s, the buildings were a hive of industry - until the late 20<sup>th</sup> century when it fell into disuse and disrepair. The history of the structures was pointed out and the potential for adaptive re-use suggested – with accompanying problems highlighted. For example, the cost of the present scaffolding alone is one third of a million pounds!

Having now seen the Ditherington Flaxmill or Maltings – whichever name is used – the greatest feelings with which one leaves are of vastness of scale, potential complexity of architectural solutions for future use, uniqueness of heritage status and pride that this magnificent creation is all due to the proximity of the Shrewsbury Canal!

Our thanks to John Yates and supporting English Heritage staff who made the visit possible.



## **An Early Description of the Shrewsbury Canal**

*[The following description comes from ‘ The Commercial Power Of Great Britain; Exhibiting A Complete View Of The Public Works Of This Country, Under The Several Heads Of Streets, Roads, Canals, Aqueducts, Bridges, Coasts, And Maritime Ports’ by The Baron Dupin and published in 1825.]*

Canal of Shrewsbury.

Its utility will become much greater when the Ellesmere canal is finished; at present it serves to convey coals to Shrewsbury, a commercial and manufacturing town, with a population of 20,000 inhabitants, enriched by the traffic, both on the Severn and on the principal roads from Birmingham and London to Dublin.

Leaving Shrewsbury, to follow the line of the canal, we proceed towards the east end, pass, first a tunnel 970 yards in length; after going twelve miles, as far as Langdon, we traverse the Turne on an aqueduct bridge of iron\* ; it was the first that was built in England, and was executed by Mr. Telford, in 1795 and 1796. Those persons who always prophecy ill success to works of a new kind did not fail to affirm, that in winter the ice would warp the walls of the canal; they pretended that the variations of the temperature causing the iron alternately to dilate and to contract would produce rupture, and soon render the metal aqueduct unserviceable. Experience has proved the contrary.

Setting out from this aqueduct, we ascend nearly eighty feet, by several locks, on an extent of four miles and a half. At this distance we are at the foot of an inclined plane, which also rises eighty feet, on a length of 610 feet; this inclined plane renders it necessary to employ very short boats; they carry only eight tons. We shall describe the manner of working them, when we treat of conveyances.

In order to avoid the loss of water which would arise from the passage of such short boats through long locks, each of them is divided into four parts by three inner gates, which turn like the safety-gates previously described on a horizontal axis, lining at the bottom of the lock. The water may be introduced in each of these compartments, and drawn out of it independently of the three others.

Towards its eastern extremity, the Shrewsbury canal divides into two branches: one ascends to the north as far as Newport; this branch, upon which there is an inclined plane, is the work and the property of the Marquess of Stafford; it is above six miles in length. The southern branch is very short, but it has been prolonged by the Shropshire canal, the essential object of which is the exportation of the produce of the quarries, mines, foundries, &c., of iron, lime, and coal.

\* It is 186 feet long, and stands fifteen feet and two-thirds above the water in the Turne. The towing path is outside.

# SHREWSBURY & NEWPORT CANALS TRUST

## Membership Application

The annual membership fees are:	Individual Membership	£8.50
	Family Membership*	£10.00
	Life Membership	£100.00
(please circle category)	Youth Membership (under 18)	£3.50
	Group / Corporate Membership	£20.00

Supplement on all annual rates: for EU £2, for rest of the world: £4.

\*Family membership is for people living at the same address: only one copy of newsletters and other material is sent per family membership. Only the person indicated as "applicant" below will be entitled to vote.

I/We wish to join the membership of Shrewsbury & Newport Canals Trust in the category indicated above. I/We also wish to make an additional donation of £\_\_\_\_\_. I/We enclose a payment of £\_\_\_\_\_ (cheques made payable to "Shrewsbury & Newport Canals Trust").

I/We hereby agree, if elected, to be bound by all the provisions of the Memorandum and Articles of Association of the Trust (copies available on request).

I/We further agree to my/our membership details being recorded on computer, solely for the Trust's organisational purposes.

Signed:.....Date:.....

### Gift Aid Declaration – please sign if you pay tax

I want all donations (includes membership subscriptions) I make from the date of this declaration to be treated as Gift Aid Donations (you must pay an amount of income tax or capital gains tax equal to the tax reclaimed on your donation(s)). I will inform you if I cease to pay tax.

Signed:.....Date:.....

Forename

Surname

DoB (if under 18)

Applicant:

Others:  
(family  
membership)

Address: .....

.....

..... (Postcode).....

Telephone number: ..... E-mail: .....

**Please post with your remittance to:** The Membership Secretary,  
The Shrewsbury & Newport Canals Trust, Brookfield, Wroxeter, Shrewsbury, Y5 6PH



# NORBURY JUNCTION MAY DAY CANAL FESTIVAL

**Saturday 3<sup>rd</sup> & Sunday 4<sup>th</sup> May 2008**

Events planned include:

- Vintage Working Boats and decorated narrowboats
- Free canal boat trips
- Cheese and fudge boats
- Canal crafts, exotic animals, stalls and sideshows
- WOW (Wild Over Waterways) children's activities
- Bouncy Castle, face painting and other children's events
- Variety of live performers
- Church Service conducted from an open working boat

**See page 9 for further details**

and, for updated details visit:

**[www.sncanal.org.uk](http://www.sncanal.org.uk) (follow the link to 'Events')**

