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NEWSLETTER No. 267 AUGUST 1993

MEETINGS - 1st Thursday each month at 7.45 pm.
St. John Ambulance Hall, King's Park Road, Southampton.

FORTHCOMING EVENTS.

- 5th August - Members slide and Film Night.
 - 2nd September - Wey South - Progress by the Wey and Arun Canal Trust by John Wood, Secretary & Vice Chairman, Wey and Arun Canal Trust.
 - 7th October - The History and Preservation of the Steam Narrowboat 'President' by Richard Thomas.
 - 4th November - An artists view of waterways by Harley Crossley.
 - 2nd December - American Supper and ?
- 1994
- 6th January - Another Three Men in a Boat. A late 1950s journey around England's Waterways, in a Thames camping skiff by Roger Hardy.
 - 3rd February - Our Waterways Heritage by Mrs Frances Hart, Chief Executive of the Inland Waterways Association.
 - 3rd March - European Waterways, further travels on film and slide by Hugh McKnight.
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JULY MEETING Jim Loe, Commercial Director of the Isle of Wight Steam Railway, gave us a fascinating talk on the past, present and future of the railway. All members showed surprise at the size of the enterprise and the enormity of the engineering tasks that have been undertaken. Attention to detail when preserving rolling stock in its original form was impressive. Jim showed a number of historic pictures followed by the corresponding present-day scene and we were able to make interesting comparisons. Members were pleased to note the degree of co-operation which the Steam Railway has received from British Rail. ISLE OF WIGHT STEAM RAILWAY 1993 timetable leaflets available from the Chairman.

DONATION The Society has donated £40.00 to the Isle of Wight Steam Railway.

STAN WHITTLE Members will be sad to note that Stan died suddenly at his home on Monday 19 July, just five days before his 71st birthday. Some of the things members may not know about him are that he was educated at King Edward's School Southampton, one of three brothers. The one that did not go to sea, maybe that is why he had an interest in inland waterways. Stan fought with the Coldstream Guards and was wounded in the Second World War, he was a keen cyclist for most of his life and was a supporter of World Wildlife.

What members are likely to know is that no matter what the subject, Stan gave us his support and rarely missed a meeting. Always willing he helped with the odd jobs that make a meeting smooth and enjoyable, moving chairs, helping with tea, for a while he ran the raffles and if no-one was around when the Speakers arrived, would "chat them up" and help put them at ease.

After the Society stand had been refurbished members were asked to try and find places for exhibition. Only one member was successful - Stan, he got our stand into Lordshill Library for a couple of months. And when the Librarian asked for it to be moved, he wheeled it home on his bike - about $\frac{1}{3}$ of a mile! He then stored it in his little flat for some months until another home could be found.

He was a member of the Society for about 23 years and often went on our working parties in the early days - one weekend travelling with other members to work on 'Operation Ashtac' in Manchester, a working party that helped convince Government and Local Authorities that volunteer waterway restoration was serious and here to stay. As with the meetings, I cannot remember a Society outing without Stan for he loved both the outing and the company. Like his family, we will miss not having him on board, and we send them our commiserations.

Brian Evans

SOCIETY EXHIBITION in Eastleigh Museum
17 August to 9 October
Museum is open Tuesday to Friday - 10.00 am to 5.00 pm
Saturday - 10.00 am to 4.00 pm
Admission is free. Please see plan for location of museum.

On Saturday, 28 August, and Saturday, 11 September, Les Osborn will be demonstrating traditional canal painting.

Come along and have a go yourself - or at least give Les your support.

There will also be rope fender demonstrations.
by Ray Brooks Sat 21 Aug and Sat 4th Sept

IF YOU HAVE PROMISED to lend items for the Exhibition and were not at the August meeting - PLEASE contact the Chairman.



DID YOU KNOW THAT on 20 July (Canals stamp issue day) the Post Office also issued a set of four postcards - one of each stamp - price 21 pence. There may still be some left!

WATER FAYRE 28 August. Chichester Canal Society still need volunteers. Phone Bryan Palmer 02437573839.

YET ANOTHER BY-PASS threatening canal restorations. Please pick up your pens and, from the following notes, write and send a letter to The Secretary of State. We claim to be a Campaigning Society, so please help to make the numbers count.

BIRMINGHAM NORTHERN RELIEF ROAD This toll motorway will swing round the northeast corner of Birmingham & Black Country and will affect both the Lichfield and Hatherton canal restoration schemes. At Churchbridge the BNRR scheme makes no provision for a navigable crossing by the Hatherton canal. Near Muckley corner it also crosses the line of the Lichfield canal with no navigable crossing outlined or an alternative route for the canal proposed.

The Lichfield and Hatherton Canals Restoration Trust now envisage fighting a Public Enquiry early in 1994. This will represent make or break for either of the restoration schemes. The Trust will be lodging a formal objection; however previous enquiries have been helped by the added weight of individual objections. If you are concerned for the future of these restoration schemes, I advise you strongly to register your objection to the address below: The Secretary of State, Department of Transport, Construction Programme Division, 5 Broadway, Birmingham B15 1BL.

Objections should arrive there no later than 7 September 1993.

GRAIN CARGOES. Some ten years have elapsed since regular grain cargoes moved by water between Sharpness Dock and Tewkesbury. Once a common sight 'Healings' craft are now back in business, their return heralded by a wave of nostalgia.

This traffic has been attracted to the Dock by Sharpness Silos, cargoes of wheat being discharged from seagoing vessels to the Silo by BW staff. Since April regular barge shipments have taken place moving wheat from Sharpness to the Tewkesbury Flour Mill.

The first vessel under the Silo was the 'Tirley' which loaded 250 tonnes of wheat in about 2 hours. The 'Tirley' left Sharpness Dock and proceeded up the Gloucester and Sharpness Canal to Gloucester where she locked out into the River Severn reaching Tewkesbury Mill six hours later.

Previously this tonnage would have been carried by road. The move to take traffic off the road on to the water has been welcomed by local people and it is anticipated that two or three of these shipments will take place each week.