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Apology

I have an apology to make as I forgot until a few days ago to send the usual email to access the September issue of the Newsletter which was published on 28th August.

This issue is a week or so early as Laura and I shall be away on our boat for a couple of weeks.

It is always possible, at any time, to check for and access the latest issue directly from the Society's website at:

<https://sotoncs.org.uk>

**Of course,
you won't forget
to attend the
Society's
first meeting
for
19 months,
will you?**

**7.45pm
7th October 2021
Chilworth
Village Hall
SO16 7JZ**

Chairman's Column

Well that time has come, our first meeting will be held on October 7th.

We look forward to seeing you.

This meeting will be an informal get together and hopefully some suggestions for the future of the Society.

We have just had our first long trip in *Purton* to Brownhills Boat Gathering. We had 6 Historic boats and quite a few other boats.

We did our part of the trip with *Cassiopia* - a small Woolwich Star Class Motor.

The trip as far as Curdworth was a nice and steady run. After Curdworth it became a bit of a challenge. We set off at 8 am headed up to the new 13 locks at Perry Bar where we found them with very little water or with none at all.

A struggle up through with low water levels all the way and considerable weed problems. We then arrived at the bottom of Rushalls Locks to have a water shortage again.

Struggled up through in rapidly reduced daylight. Came out of the top lock, now in the dark.

Another 45 minutes run in the dark to the Manor Arms Pub. Moored up as best as we could, now using boarding planks and finally into the pub after a 13-hour struggle.

Following morning another half an hour getting back afloat only for both boats to run aground again.

Eventually clear and onwards to Brownhills arriving mid-afternoon.

A very good attendance at the festival, a great deal of interest in the boats.

We are off tomorrow (20 September), heading down to Wolverhampton, then along to Birmingham for the night, then back to Tipton.

Then return back home, not sure which way yet. See you in October unless we're stranded on the BCN.

*Alan
Current Chairman*

[*Purton* - the Chairman and Secretary's boat - appears on page 4 of October's [TowpathTalk](#).]

Body cameras to be worn on the towpath

CRT are commencing the use of body worn cameras for its customer service employees whose role includes day-to-day interaction with those on the towpath.

Who will be wearing cameras?

The cameras will initially be used daily by its boat licence customer support team in their London & South East region in response to increased concerns about the potential for confrontation, abuse or harm whilst conducting their work.

Body worn cameras have been used in specific instances by CRT's boat licence customer support teams across the network since 2019. The development will now see cameras issued as standard for day-to-day duties, including interacting with towpath visitors, assisting boaters, and when issuing notices or other written communications.

Body worn cameras have become increasingly familiar in other areas of society, for example on trains, hospitals and retail settings. Many frontline emergency services deploy them across their

workforce in response to an increase in threatening and abusive behavior.

Why are CRT using cameras?

Many in the Trust frequently work alone on the towpath so, alongside other procedures, the body worn cameras will be a tool to support them while they go about their daily jobs. The use of body worn cameras will provide legally admissible evidence if we need to act against those who abuse or threaten colleagues or customers.

Whilst instances of poor behaviour are rare, like other areas of society it is on the increase and the Trust will not tolerate assaults on employees, volunteers or contractors and other customers. Offenders will be dealt with robustly and the Trust will seek to bring criminal proceedings against those responsible where necessary.

The use of body worn cameras will get underway later in September with a potential roll-out elsewhere on the network in due course.

Canal & River Trust News - 10 September 2021

IWA campaign for waterways businesses

The image of a narrowboat cruising along the canal is a quintessentially British scene, but sadly many trip boat companies, hire boat providers and other waterways businesses are under serious threat.

Early in the Covid-19 lockdown we ran a survey in partnership with Waterways World magazine to

better understand the situation being faced. Almost 1500 waterway businesses were contacted and the responses paint a very bleak picture, with the majority of businesses reporting that they are at significant risk of collapse and some already closing.

(Continued on page 2)

Waterways Events

The following is a list of waterway events due to take place within approximately 50 miles of Southampton plus other major events.

Whilst every effort is made to ensure the correctness of this information, please check with the listed contact who will be glad to confirm and supply further details. If YOU know of an event taking place that you feel should be in this list, but isn't, then please contact the editor (details back page).

OS grid references and/or postcodes are shown (where known but not

guaranteed) to aid location of the event.

As a result of the pandemic and the related restrictions put in place by the Government, virtually all events since April 2020 have been cancelled. However, most Covid restrictions were lifted in July and it is expected that more events will be announced soon. Some or all of these events may be cancelled or amended if Covid-19 regulations require such action. Currently, details of further events are not known.

Date/Time	Organiser	Details	Venue	Contact
Every Sat, Sun 10.15am - 4.00pm. Last day open this year: Sun 26 Sep 2021 (in steam)	Kennet & Avon CT (Crofton Br)	Crofton Beam Engines - Non-Steam Days. (See below for steaming days). Admission: Adult (16+): £5.00, Concession (60+ & Students): £4.50, Child (under 16) & K&A Trust members: Free. See website for further details. Usually, the beam engines will not be in steam. Occasionally the pumps are run in steam but these are only announced shortly before the event.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	Tel: 01672 870300 Email: crofton@katrust.org.uk Web: www.croftonbeamengines.org
Most days	The Claverton Group	Claverton Pumping Station. Open for pre-booked visits only - day or evening. Pump in action. 90 minute conducted tour. Adults: £10.00, Accompanied Children under 16 free. Minimum spend £40. See website for further details.	Claverton Pumping Station, Ferry Lane, Claverton, Bath, BA2 7BH (ST790643).	Tel: 01225 483001 Email: bookings@claverton.org Web: www.claverton.org
Sat & Sun 25-26 Sep 2021 10.00am - 4.30pm	Kennet & Avon CT (Crofton Br)	Crofton Beam Engines - In Steam. Last steaming this year. Booking in advance recommended for steaming days. Adult £10.75 (£12 with Gift Aid). Accompanied children under 16 free. Discounts for K&A CT members and National Art Pass holders. Advance on-line booking system with Art Tickets	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	Tel: 01672 870300 Email: crofton@katrust.org.uk Web: www.croftonbeamengines.org Advance on-line booking: Art Tickets
Thu 7 Oct 2021 7.45pm	Southampton CS	Members' Get Together. For our first meeting since March 2020 we thought that we would have a get together and meet up again. Amongst other matters, we shall consider the future of the Society.	Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Tue 19 Oct 2021 7.45pm	Kennet & Avon CT (Reading Br)	Details of meeting to be advised. Entry donation £2.50 (incl K&A members) – to help pay for the meeting.	Grange Free Church Hall, Circuit Lane, Southcote, Reading, RG30 3HD (SU692718).	Graham Puddephatt: 07802 154504
Thu 21 Oct 2021 7.30pm	IWA Salisbury Group	Details of meeting to be advised.	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: glover.3@btinternet.com Jon Van de Geer: 01722 412841
Thu 28 Oct 2021 7.30pm	Somersetshire Coal CS	Annual General Meeting followed by a talk: 'New To The SCC Archive - Photographs, Maps, Plans & Documents' by Roger Halse	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location see map here	Steve Page: 01761 433418 Email: membership@coalcanal.org.uk
Thu 4 Nov 2021 7.45pm	Southampton CS	Irish Waterways. Ron and Myra Glover are booked to talk about their boating experiences over in Ireland.	Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Tue 16 Nov 2021 7.45pm	Kennet & Avon CT (Reading Br)	Details of meeting to be advised. Entry donation £2.50 (incl K&A members) – to help pay for the meeting.	Grange Free Church Hall, Circuit Lane, Southcote, Reading, RG30 3HD (SU692718).	Graham Puddephatt: 07802 154504
Thu 18 Nov 2021 7.30pm	IWA Salisbury Group	Details of meeting to be advised.	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: glover.3@btinternet.com Jon Van de Geer: 01722 412841

IWA campaign

(Continued from page 1)

It is seasonal businesses that are being hit hardest due to the timing of this lockdown. The inland waterways leisure industry is worth approximately £1.5bn to the UK economy, but almost 90% of these businesses rely heavily on the summer months (April to September) for the overwhelming majority, if not all, of their income. Without this income, they will have no means to repay any sort of loan and rather than get into further debt, will have no option but to cease trading. The timing has hit many businesses doubly hard off the back of the hard winter which caused widespread flooding and closures of some waterways.

We have written to Defra alongside British Marine, the Broads Authority and CRT asking for more financial assistance for waterway businesses and we have written to every MP with a waterway in their constituency.

What we're campaigning for:

- A financial package from the Government – similar to that given to the fishing industry – to enable navigation authorities to underwrite licence and mooring fees for waterway businesses for this year. This would relieve waterways businesses of a significant cost and allow navigation authorities to continue to maintain the waterways so that everyone can safely use the waterways.
- Additional financial schemes for the businesses that are still falling between the gaps of those grants and loans already on offer.

Hundreds of letters have been written already to MPs by our members and supporters, which in turn has led to dozens of MPs raising the issue with Government and backing our call for dedicated funding for the waterways sector. Add your voice by writing to your MP.

Inland Waterways Association

Notes on the accounts for the year ended 31 March 2021

I am publishing the accounts for this year now, because I want to draw Members' attention to the serious state of the Society finances.

These figures show that even though the Society did not meet and had no income, it still had unavoidable expenses, thus reducing the Society's reserves. This situation will continue until Members decide to resume paying subscriptions again.

The subscription income shown for this year was received before it was decided not to collect subscriptions for the year. This sum therefore becomes subscriptions paid in advance for year ended 31 March 2022, and is technically a debt owed by the Society.

The expenses were our annual subscription to the IWA (£54) and, more importantly, insurance for the year to 31st December 2021 (£140.74).

Last November I had to take a chance that the Society would meet in the Chilworth Hall during calendar year 2021, and pay the annual insurance premium upfront. As it happens the Society will be meeting only in October, November and December this year.

As the figures for the year ended 31 March 2020 show, the Society had run up an annual deficit of £387.09 against a cash reserve of £1778.58. At the AGM that was scheduled for the meeting on 2 July 2020 I was going to propose a significant increase in annual subscriptions to rectify this unsustainable situation. Since then, the Society has incurred a further deficit of £194.74, as noted above (ignoring the windfall £30 from an uncollected speaker fee), thus further reducing the Society's reserves.

The insurance premium for the next calendar year will fall due this November, which I anticipate will be approximately the same. I need to know whether the Society will meet at the Chilworth Hall in 2022 before I have to pay the premium. The IWA subscription has already been paid by Direct Debit.

In August this year I received information from HSBC, the Society's bankers, that from 1 November 2021 they proposed to charge charitable accounts a service fee of £5 per month and a further fee of £0.40 per transaction. I estimate that for the last full year, to 31 March 2020, our bank charges on that basis would have been £72. This is not an insignificant sum for the Society and adds further pressure to the need for a substantial increase in subscription fees, possibly in conjunction with a reduction in the number of meetings to reduce costs.

Southampton Canal Society Income and Expenditure Account for the Year ended 31 March 2021

				Y/E 2020	
	£	£	£	£	£
Income					
Subscriptions					
2019/20				436.00	
2020/21		140.00			
Subscription pre-payment		7.00			
Donation (uncollected speaker fee)		30.00			
Raffle				293.00	
Teas			177.00	73.33	802.33
Expenditure					
Hall hire				520.50	
IWA Membership		54.00		54.00	
Insurance		140.74		136.64	
Speaker Fees				350.00	
Secretary's Expenses				128.98	
Jubilee Trip / Cake					
Sweaters			194.74		1,190.12
Excess of Expenditure over Income			- 17.74		- 387.79
Deposit Interest			0.19		0.70
Deficit for the Year			- 17.55		- 387.09
Balance Sheet at 31 March 2021					
Current Assets					
Bank Deposit account			347.05		346.86
Bank Current account			1,022.78		1,040.52
Cash in hand			4.11		4.11
			1,373.94		1,391.49
Reserves					
Brought forward			1,391.49		1,778.58
Surplus/(Deficit) for year			- 17.55		- 387.09
Carried forward			1,373.94		1,391.49

Report to the members of Southampton Canal Society

I have examined the accounts for the year ended 31 March 2021.

I have no reason to believe that the accounting records have not been properly maintained.

The accounts agree with the underlying accounting records.

Laura Sturrock 18 August 2021



Recommendation to the Society

These accounts show the serious state of the Society's finances. If it is to continue, the Society must both increase its income and reduce its outgoings.

Apart from increasing the membership, the only certain way to increase income is to raise the subscription rate. The Deficit for 2020 was roughly equal to the Subscription Income. We would need to, at least, double the annual subscription if that was the only action taken.

Society membership at the end of March 2020 was 34 subscribing members, plus one Life member and two Honorary members. The

Uttoxeter Canal restoration back on

Seven months ago, a planning application for a Staffordshire housing development which would, if it went ahead, stop [the Uttoxeter Canal restoration project](#) in its tracks.

The Uttoxeter Canal, an extension of the Caldon Canal which ran from the Caldon's terminus at Froghall down the scenic Churnet Valley to Uttoxeter, was an early casualty of the railway era, having been closed in 1849 to make way for a railway line. But despite this, [the Caldon & Uttoxeter Canal Trust](#) has made plans for its reopening, commissioned studies demonstrating that it is feasible and would be beneficial to the area, carried on work including restoring the first lock at Froghall and a traditional stone bridge at Crumpwood, and raised funding from the Lottery, local authorities and European grants.

The first lock and basin of the canal at Froghall were restored in 2005. The site proposed for development is immediately adjacent to this popular location, which is always busy with visiting boaters, tourists and walkers.

However, despite preservation of the canal's route being incorporated into planning policies for the area, developers had applied to build 48 new homes on the canal's route in Froghall. The development site includes the buried remains of three canal locks, and construction of the houses would not only prevent them being restored, but block any other feasible route for a restored canal through the area, leading to the demise of the entire restoration scheme.

The much-delayed decision on the planning application was made on 9 September, being unanimously rejected by Staffordshire Moorlands District Council's Planning Committee for a wide range of reasons including: not meeting aspirations for mixed use of the site; flood and transport concerns; the integrity of the adjacent Caldon Canal embankment; the appropriateness of the design of the houses in a rural location; and the harm to the future restoration of the Uttoxeter Canal.

[Canal Boat](#) magazine and [Caldon & Uttoxeter CT](#)

Notes on the accounts

(Continued from page 3)

subscribing membership consisted of 8 single members and 13 joint memberships.

In 2020 the Raffle and sale of tea and biscuits contributed a sum close to 80% of the Society subscription income. This will decline if fewer members attend and we hold fewer meetings.

The current membership is a very small base from which to increase income by raising subscriptions. I therefore recommend that we also reduce our outgoings by spending less on Hall Hire charges and Speaker fees.

We can only reduce the Hall Hire charges by meeting less often. Historically we did not meet in May or August. It has been suggested that we do not meet in September because a number of members are away then. We could be more radical and move the AGM to June, so that we would not meet in July, August and September, which would reduce the number of meetings by two.

We should expect that when the Hall reopens there will be an increase in hire charges as the Hall Committee rebuild their reserves, and the hire charges have not risen for some years anyway.

In 2019/20 we paid for speakers at eight meetings. If we were to take the radical option above, we would have only eight meetings each year. The AGM, Quiz Night and Photographic Evening account for three of those. If the Society could find a speaker from within the members, or hold some other form of meeting, we would only have to pay a speaker for, say, four meetings a year.

In 2020 speakers were beginning to charge higher fees and expenses. This was a major contribution to that year's deficit. I expect this trend to continue.



The first lock and basin of the Uttoxeter Canal seen from near the site of the second lock in 2007

Gate collision closes K&A

A collision with one of the gates at Lock 24 on the Kennet & Avon Canal. The lock west of the Caen Hill flight and a short distance from Rowde Bridge, was badly damaged at one of the top gates.

It is understood that a narrowboat without a bow fender had collided with the gate which had been partially lifted free of its hinges and pushed aside. It happened during a busy summer weekend and a number of boats on both sides of the Caen Hill flight has to put their cruise plans on hold.



A floating crane had to be brought in during the following week so that repairs could take place.

Towpath Talk - October 2021 issue

In order to survive, I think the Society must take into consideration:

- The low membership numbers, requiring a significant increase in contributions to continue meeting as at present.
- An anticipated increase in Hall Hire fees
- A sharp rise in bank charges
- The probability that fewer meetings will reduce other income, from the Raffle and refreshment sales.
- The likelihood that speakers will be more expensive to engage.

I would note also that the Chairman and the Secretary have said they wish to stand-down at the next AGM. I also wish to stand-down.

It is impossible at the moment to put a figure on the likely increase in subscriptions necessary for the Society to continue because there are too many unknowns. As a guide, my proposal for the 2020 AGM was an increase of single membership from £16 to £21 and joint membership from £27 to £34. This was based on the Society's then costs. Any increase proposed in future is likely to be greater.

I do not know how many members will want to continue meeting at Chilworth Hall, how much the Hall will charge for hire and what the availability and cost of speakers will be. I hope to get a better idea of the first two numbers at the meeting on 7 October, so please make an effort to attend so that your voice is heard. Alternatively you can contact me, or any other member of the Committee to express your wishes for the future of the Society.

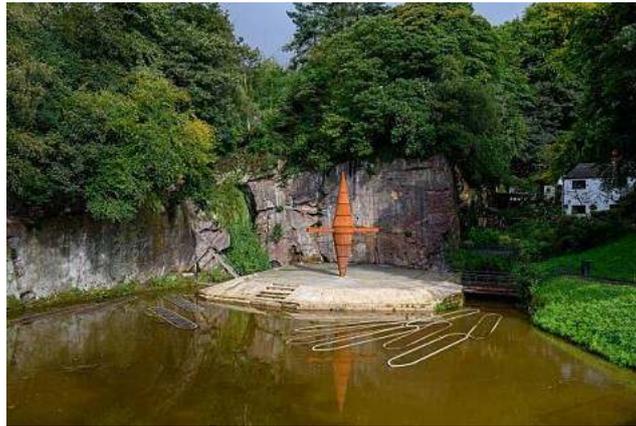
This is not a pretty picture but I feel that Members need to know the facts so that they can decide how the Society should proceed.

*Aelred Derbyshire
Hon. Treasurer*

Salford regeneration scheme wins top national award

A restoration scheme to revitalise one of Salford's most historic sites has won a top national award. Worsley Delph was the birthplace of the Bridgewater Canal in 1761 which was a catalyst for the Industrial Revolution.

Work to make the site more visitor friendly was carried out as part of a £5.5 million physical regeneration of the Salford stretch of the Bridgewater Canal funded by the National Lottery Heritage Fund, Salford City Council, Bridgewater Canal Company and other partners.



Now Rochdale based contractors Casey, which carried out the 14-month transformation on behalf of Salford City Council, have been awarded a British Association of Landscape Industries (BALI) National Landscape Award for regeneration. The awards celebrate the top landscaping schemes in the country and the Worsley Delph scheme has now been put forward for a Principal Award in regeneration which will be announced at a grand ceremony in December.

Councillor Mike McCusker, lead member for planning and sustainable neighbourhoods, congratulated the company on its success.

"This is a huge honour and achievement for everyone involved in the project and they should all be very proud," he said. "The Delph was a gateway to a network of coal mines and the challenges of draining the mines and getting coal to fast growing markets prompted The Duke of

Bridgewater to create England's first true canal.

"Our project has cleared damaging vegetation, desilted the canal basin and improved access to and views of the site. We have also installed new information boards and artworks which tell the history of this unique location including a replica mine cart full of coal and a copy of the original Act of Parliament from 1759 that set the canal system in motion."

The project also uncovered new, historic finds including mining boats,

previously unrecorded tunnels and quays and a metal winch which would have unloaded goods delivered to the village.

Graham Lang, Head of Construction at Casey said: "We are very proud to have received one of the highest accolades our industry can bestow. Being one of only two projects nationally to win such an award is a huge tribute to the dedication and professionalism of the entire team.

"The project was complex with significant constraints to manage such as working adjacent to historic mines, a Scheduled Ancient Monument and several listed buildings and structures. Management of these constraints, including significant unforeseen circumstances by the delivery team has resulted in a successful restoration project which has added value to the local community."

Towpath Talk - 20 September 2021

Use barges to cut pollution

The Commercial Boat Operators Association is delighted that barge traffic carrying marine dredged aggregates has re-started from Hull to Leeds after a breach closed the canal last December. The 500 tonnes capacity barges are now regularly arriving at Knostrop Wharf, east Leeds.

"This shows the value of using barges", said CBOA Chairman David Lowe. He continued: "With all the news about HGV driver shortages, it is salutary to remember that the crew of a 500 tonnes capacity barge can move that cargo more quickly than if they each drove an HGV between Hull and Leeds"

"Barge use also fits in with the de-carbonisation agenda", went on Mr Lowe. Research has shown that barges have for years created less emissions than heavy lorries – only 25% of that produced by lorries. Not

satisfied with that, the barge industry is moving to use biofuels with hydrogen treated vegetable oil (HVO) being favoured. Barge companies have reported 90% reductions in net carbon dioxide emissions.

Even if all lorries were electrically powered, they would still create damaging dust particulates from brake pads, from tyre wear and from road surface wear. None of these arise with barges. "Using barges improves the environment and people's sense of well-being," said Mr Lowe. "So I call upon the Government, in the year it hosts the 26th UN Climate Change Conference (COP26) this autumn in Glasgow, to increase infrastructure investment in improving the nation's waterways."

Towpath Talk - 17 September 2021

Visiting the River Cam too expensive for many boaters

A new Anglian Pass is designed to simplify boat licensing between the three navigation authorities in the region. These are the Environment Agency, Middle Level Commissioners and Cam Conservancy.

We welcome the overall aim of the new Anglian Pass launched earlier this year. However, as currently worded it makes visiting the River Cam from outside the Anglian waterways expensive for most boaters. We have raised these concerns with the Environment Agency.

CRT Licence Holders not eligible

Most notably, holders of an annual Canal & River Trust (CRT) licence are not able to apply for the Anglian Pass. This means that any prospective CRT visitor wishing to visit Cambridge will need to buy three additional licences:

- ◆ a short term EA visitor registration (31 days for a 50ft boat) is £272.90*
- ◆ a short term Middle Level registration (31 days for a 50ft boat) is £272.90*

- ◆ and an annual Cam Conservancy licence (the Cam Conservators have had to remove the option of purchasing short term visitor licences due to a limitation of their own statute) for a 50ft boat is £1060*

The combined cost of these licences is well over £1,500. In contrast, the Anglian Pass costs £100* for a 50ft boat.

An alternative is to buy a Gold Licence but this has considerable limitations. For example, the Gold Licence is only valid annually from January to January, so requires boaters to plan a year ahead if they want to visit.

*Prices checked in September 2021

We are promoting a change to the wording the terms of the Anglian Pass to make it more inclusive. Boaters from outside East Anglia should be able to tour these waterways easily, and visiting the River Cam should be affordable. We will continue to work with the Anglian navigation authorities to find a solution for the next licensing year.

Inland Waterways Association - 1 September 2021

SOUTHAMPTON CANAL SOCIETY

Established 1967

The objectives of the Society are to foster interest in canals and inland waterways, to assist in their preservation, restoration and development, and to give practical help on waterway projects.

Meetings are normally held on the first Thursday of each month at 7.45pm (see Waterways Events in this issue) at Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ. OS Grid Ref: SU410184. Contact the Secretary for further information.

This Newsletter is normally published during the first week of each month in time for the Society's meeting.

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Brian Evans.

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Facebook: <https://www.facebook.com/SouthamptonCanalSociety>

Canal revealed for first time in a century

HARDWORKING volunteers are rediscovering a former waterway which has been hidden for more than a century.



Branch chairman Dave Maloney, front with chainsaw and fellow volunteers clearing the former Wilts & Berks Canal at Green Lane Farm east of Chippenham. Photo: Justin Guy

The Wilts & Berks Canal Trust is clearing a new section of the abandoned line which once passed between Pewsham and Derry Hill, to the east of Chippenham. The stretch at Green Lane Farm, leased from a

local landowner, is more than 760m long and reaches from the A4 to Pudding Brook.

Work parties had to cut their way through dense undergrowth to reveal the route used by narrowboats carrying coal, grain and other cargo in the 1800s. Volunteers have been busy clearing the towpath, removing rubbish, laying hedges and planting trees, and now hope to recruit more people to support their latest project. The charity would like to create a valuable new amenity for the local community, similar to the popular stretch which has already been restored between Pewsham and Lacock to the south.

Melksham, Chippenham & Calne branch chairman Dave Maloney said: "When we first started work on this site it was completely impassable and we had to use chainsaws to clear our way through the hawthorns and brambles.

"There was also a great deal of rubbish which had accumulated over the last hundred years, including rubble, glass and metal, all of which had to be carefully removed."

The charity would like to create a valuable new amenity for the local community, similar to the popular stretch which has already been restored between Pewsham and Lacock to the south.

Dave continued: "We're currently improving the towpath and using a habitat management plan to create a new wildlife corridor and then we'll start removing obstacles from the water before looking at the possibility of dredging.

"Longer-term, we would like to bring it up to the same standard as the Pewsham stretch which is now hugely popular with walkers, runners and cyclists, and clearly demonstrates the benefits and beauty of a restored canal."

Workparties are normally held on two Saturdays each month. Email dave.maloney@wbct.org.uk

The section at Green Lane Farm was part of the main line and included the Derry Hill wharf. A junction to the south took the canal into Chippenham, while a junction to the north took it into Calne. Visit

www.wbct.org.uk

The aim of the Wilts & Berks Canal Trust is to restore the waterway from the Kennet & Avon Canal near Melksham to the Thames & Severn Canal near Cricklade and the River Thames near Abingdon.

Towpath Talk - 14 September 2021



A stretch which has already been restored near Pewsham. Photo: Alison Guy

Don't forget the Society's first meeting since March 2020