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# The Stratford-upon-Avon Canal Society

Founded in 1956



# NEWSLETTER

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

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Spring 2026

Issue 410

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# The Stratford-upon-Avon Canal Society

*The objects of the Society are to promote the fullest use, maintenance and improvement of all Inland Waterways of Great Britain, and in particular the Stratford upon Avon Canal*

## Welcome to our meetings

Stratford upon Avon Canal Society meetings are held on the 3<sup>rd</sup> Thursday of the month from October to April

**Our meetings are held  
at Amie's Tearoom, Birmingham Road,  
Mappleborough Green, Studley, B80 7DF  
Join us at 12 noon for a meal  
with the meeting to follow at 2 p.m.**

There is ample parking. Admission to our meetings is £1 which includes a raffle ticket. Non members and guests are welcome.

**Membership rates are still a minimum of only £10 a year**  
for any number of members living at the same address.

For membership go to our web site [www.stratfordcanalsociety.org.uk](http://www.stratfordcanalsociety.org.uk)  
and download a membership form and bankers order.

Members details are held in strict accordance with the General Data Protection Act

**For more information about the Society and it's activities visit**  
**[www.stratfordcanalsociety.org.uk](http://www.stratfordcanalsociety.org.uk)**

*The Committee and Society may not agree with the opinions expressed in this Newsletter; we encourage the publication as a matter of interest. Nothing printed herein can be construed as policy or an official announcement unless it is so stated. The Society and Committee accept no liability whatsoever for any matter in the Newsletter.*

**Date for final contributions for the Spring issue 410 is 21<sup>st</sup> Feb.**

Cover Photo: Society work party under the leadership of Arthur Beeston

**Wanted. Seasonal cover photos for the Spring edition, please.**

Small Ads, for sale or wanted, are welcome. Send details to Clive Henderson.

# 2026 SonACS Programme of Events

**16<sup>th</sup> April at 2.00 pm**

## Annual General Meeting

**Followed by a presentation from CRT's Tim Winnett on the work that has been done in our area over the winter and plans for the future**

Plans are being made for a celebration of the Society's Seventieth Birthday

For the latest news of the Societies activities see our website  
[www.stratfordcanalsociety.org.uk](http://www.stratfordcanalsociety.org.uk)

### **Members and non members equally welcome**

Unless otherwise stated, there is a £1 admission charge to SonACS meeting which includes a raffle ticket

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BCNS Meetings at Tifford Pumphouse, Oldbury. 7-30pm.  
For full details of BCNS events visit [www.bcnsociety.com](http://www.bcnsociety.com)

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WB&DCS Meeting at Meeting room, Alvechurch Boating Centre, Scarfield Wharf. 7-45pm.  
For information visit [wbdcs.org.uk](http://wbdcs.org.uk)

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IWA Warwickshire Meetings at The Sports Connection, Ryton-on-Dunsmore, 7-20pm. Bar open 7-00pm  
Visit [www.waterways.org.uk](http://www.waterways.org.uk) for local IWA activities

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**Workparties**    Towpath Taskforce  
Stratford-    2<sup>nd</sup> Thursday, April - September    10am-3pm  
Lapworth-    3<sup>rd</sup> Saturday each month    10am-3pm  
Contact Steve on [steve@3mph.co.uk](mailto:steve@3mph.co.uk)

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**Please check with relevant societies web sites for their latest updates**

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## Chairman's Letter

**W**e have had a few sunny and warmish days but not enough to encourage us to get out to tidy up the boats for the spring. The rain has been continuous and heavy but of course being brits we always see the silver lining which is of course that it will be filling up the header reservoirs ready for the summer.

This year we celebrate 210 years of our Stratford Canal and the 70 year anniversary of the

founding of this Society.

The Building of the canal began in 1793 and only reached from Kings Norton Junction to Hockley Heath - where the money ran out. The same old story really, except in those days it was private money that pulled out and not modern Government pulling the rug on a major heritage asset and euphemistically calling it a Charitable Trust.

We have the Edstone aqueduct which is the longest aqueduct in England and it is a very early example of a prefabricated structure and a cherished part of canal heritage.

We will be looking at arranging an event to celebrate 70 years as a Society later in the year so watch this space.

I remembered the other day a meeting Jill and I had with an interesting man on the Curly Wyrley. He had been in the Guards and was in Iran detailed to guard King Hussain at his palace in Jordan. The king had inspected the guard and picked him out of the line to say hello and asked where he came from etc, A few years later he was in the guard at Buckingham palace when King Hussain was on a royal visit. As the king walked by he stopped and said to him "I've seen you before haven't I?" You were part of the guard at my palace a few years ago, how nice to see you again" As he told the storey he puffed out his chest and stood to attention.

A verisimilar story or not it reminded me of all the people we all have met on the canal and I wondered how many stories you have that you could share in this Newsletter.

*John*



## Editors Ramblings

This year has some very significant anniversaries for our waterways. It will be two hundred and ten years since the Stratford Canal was opened in its entirety in June 1826 after many financial difficulties since the first sod was cut in November 1793, sixty years since the formation of the Inland Waterways Association but possibly more importantly to us, seventy years since the formation of The Stratford on Avon Canal Society.



Looking back we realise what a major part the Society has taken in the canal's history, campaigning together with the IWA and the Coventry Canal Society to successfully achieve the reopening of the southern section of the canal to traffic after years of neglect and dereliction.

After three years of intensely hard work by volunteers, the military and inmates from Winston Green prison, under the leadership of David Hutchings MBE, who should surely go down as one of the great waterway personalities, together with Rolt and Aickman, the canal was reopened on 16<sup>th</sup> June 1964 by Her Majesty the Queen Mother. Plans we had to celebrate this anniversary were scuppered by the cancellation of the River Festival.



### From this...

For many years the Society ran working parties tackling towpath maintenance, vegetation clearance, lock painting and even piling and bank protection. Another project was the installation of mileposts along the canal resembling mini barrel roofed cottages and measuring the distance from Kings Norton. Your committee is now pondering a suitable way to celebrate this grand occasion and would like to hear members ideas.



...To this

*Dusty*



# Colin Scrivener

1934 - 2026

It is with much sadness we have to record the passing of our long standing member Colin Scrivener. Far from being just a member of the Society, Colin was a founder of the Stratford Canal Club out of which the Society was formed. He was one of that precious band of pioneers in the 50's and 60's, promoting the merits and advantages to the community of our Nations canal system which succeeded in saving much of the waterways we enjoy today. Without Colin and his like minded campaigners much of the threatened system would have been infilled and lost forever.

Indeed it was the efforts of the Stratford upon Avon Canal Society, Coventry Canal Society and IWA that resulted in the saving and reopening of the southern section "our" canal. Colin attended the reopening in 1964

As a teenager Colin discovered the art of boating, often cadging a lift towards Birmingham on the few working boats still trading on the northern Stratford to the Midlands with timber.

On marrying, Colin and his new wife Sheila set up home aboard Hazel a converted wooden working boat moored at Warings Green starting a lifelong love of wooden craft.

He remained a stalwart of the Society having served time on the committee and was a regular at our monthly meetings.



Despite in later life suffering with deteriorating knees Colin maintained his interest in working boats and with help from his partner Angel was a regular visitor to the annual Braunston working boat gathering, renewing long standing friendships with fellow enthusiasts.

Our condolences go out to his family and his many friends.

Colin Scrivener. A true man of the canals.

**In the water! On holiday in 2024**



**Still on the water!**

**Colin's 90th birthday**



The Stratford upon Avon Canal Society  
**Annual General Meeting**

will be held at

**Amies Restaurant**

Birmingham Road, Mappleborough Green,  
Studley B80 7DF

on Thursday 16<sup>th</sup> April,  
at 2 pm

**Agenda**

- 1 Apologies for absence
- 2 Acceptance of the minutes of the 2025 meeting
- 3 Matters arising from the minutes
- 4 Chairman's Report
- 5 Treasurer's Report
- 6 Membership and Subscriptions
- 7 Election of Officers and Committee
- 8 Election of the Hon. Auditor
- 9 Any other business
- 10 Presentation of the Pinder Plaque

**The AGM will be followed by a presentation from CRT on  
work done in our area over the winter season**

Please make every effort to support the meeting  
Thank you

## Minutes of the Annual General Meeting 17 April 2025

The 68th AGM of the Stratford on Avon Canal Society was held at Amies Restaurant, Les Topham Garden Centre, Birmingham Road, Mappleborough Green, Studley on 17th April 2025. It was opened at 2.30pm by chairman, John Philps (JP).

1. Apologies for absence had been received from: Colin Scrivener, Nick & Carole Nicholson, Brian & Brenda Ward, Anne Oliver, Robin Sankey, Ken and Julie Hamnett, Richard & Jane Hoskin.
2. Minutes of the 2024 AGM had been published in Newsletter 406 and copies were circulated prior to the meeting. They were accepted and approved without a vote.
3. Matter Arising. None.
4. Chairman's Report. JP reported that the Society had enjoyed a good season of meetings and the lunch venue "Amies", after a full year, had proved successful with occasional timing problems caused by staff shortages.

The anticipated 2024 Stratford River Festival didn't happen and the main reason given was that local businesses who fund the business development group, claim to see no benefit from an event on the far side of the river. In response, Job Hutchings (JH) suggested the event might be staged in future by Avon Navigation Trust (ANT) with volunteers, perhaps in 5 years time? It was suggested the committee approach Roger Clay. JP went on to describe the state of the canal and current problems. On-going work on the top lock at Wilmcote means the canal is closed there until 16th June. The Shirley drawbridge has required many repairs in the last 12 months but navigation has not been badly affected. There are numerous towpath issues.

JP thanked the committee for their work over the last year particularly Alasdair Lawrance (AL) for organising the monthly meetings and speakers.

5. Treasurer's Report. Copies of the previous year's accounts had been circulated and Helen Henderson (HH) reported that there had been little change to the society's finances other than a kind donation of £1,514.29 following the winding up of the Goldsborough Boat Owners. She thanked Hannah Lawrance (HL) for auditing the accounts. The acceptance of the accounts was proposed by Bob Scott, seconded by Richard Sanders and approved by the meeting.

Clive Henderson (CH) put forward a proposal to change bank accounts from Santander to Unity Bank. Following good experience with his Parish Council, he felt Unity would be better suited to the Society's needs as administration of the account would be simpler. There's an annual fee of £72 but if the funds held on deposit with NS&I were also transferred, he estimated the additional interest would cover that fee and result in £388 of further income at current rates. The motion was proposed by CH, seconded by John Brookes (JB) and passed by a unanimous show of hands.

6. Membership & Subscriptions. The society has: 7 honorary life members – Arthur Beeston, Pete Chamberlain, Tony Hales, Job Hutchings, John Pinder, Colin Scrivener, David Stevens. 15 paid-up life memberships. 57 annual memberships (currently paid) Over the past year, printing costs for the newsletter remained static but even though

postal charges had risen, CH proposed that annual subscriptions remain at £10 and life membership at £120 for the next 12 months. This seconded by Mike Bleby and approved.

7. Election of Officers and Committee. Following the decision by Steve Burt (SB) and Jill Philps to stand-down, the remainder of the committee indicated their willingness to stand for a further year: Mike Bleby, Steve Hayes (SH) (Minutes Secretary from SB), Clive Henderson, Helen Henderson (Treasurer), Alasdair Lawrance (AL), Dusty Miller (DM) (Newsletter Editor), John Philps (Chairman). All were appointed to the committee unopposed. Last year AL indicated he would no longer act as Programme Secretary after this AGM and the committee will attempt to take turns organising meetings on a month-by-month rotation. Although not on the committee, Mick Jeffs had also indicated he wanted to pass his job to someone else and SH has offered to be webmaster with immediate effect. JP will be chairman for another year but under Rule 8, he will reach the limit of his 3-year term at the next AGM. It should be noted these changes leave the committee short-staffed and there's a need for help from individual members who are prepared be co-opted for (not onerous) committee roles, please don't hesitate, simply contact any committee member. JH proposed a vote of thanks to the committee, in particular DM for the newsletter; DM responded by requesting articles and contributions from members.

8. Election of Hon. Auditor. HL offered to continue. HH proposed, JB seconded and she was duly elected by the meeting.

9. Any Other Business. In a paper circulated prior to the meeting, four proposals came from JB regarding meetings. He addressed issues about the timing of the meal, the timing of speakers, options relating to the cost of meals and if this cost should be used to pay for the room hire. (the full paper is available on request from the secretary). This led to a discussion about options for those who might want lighter food rather than full meal, to the problem of dozing-off afterwards(!), to a suggestion that the speaker might start early (11am) with the meal afterwards. It was agreed the committee should be allowed to consider the options.

10. Presentation of the Pinder Plaque. The Pinder Plaque was presented to Hannah Lawrance for her contribution to the Society over many years.

The meeting ended at 3:05pm with thanks to all for attending.

A presentation by Dusty Miller about his life in art followed.

Steve Burt (secretary) - 22 April 2025

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Following the AGM the Committee held a meeting at the newly re-opened Navigation Inn at Wooton Wawen. Steve Hayes volunteered to take on the role of secretary and to become the Society Webmaster. Check out [www.stratfordcanal.society.org.uk](http://www.stratfordcanal.society.org.uk)



# The Rippon Canal & Its Restoration

## Part 4 The trouble with Linton Lock on the Yorkshire Ouse

John Reeve

**T**hough the restoration of the Rippon Canal is completed there still remained the dilapidated state of Linton lock. It is mid-way between Rippon and York. Its regular closure restricts cruising between Rippon and York. Its commissioner only had very limited means to raise funds so, it was patches rather than repair. It needed a full overhaul campaign. The team at Rippon needed a respite so who could lead a campaign? My "day work" was planning and organisation so, why not me. After so conversation with the Commissioners and local supporters, I decided to "take on the challenge".

My first action was to invite IWA Chairman, Ken Goodwin, to lunch at Linton. There we discussed the problem. Then a visit to the lock. We were met by the "part time" Lock Keeper and Caretaker of the site. We were given a tour of the site and access to the former Hideo Power House.

The lock chamber walls had lots of cracks and loose, damaged bricks. It was apparent that water was leaking through the walls into the surrounding area. That had led to voids behind the walls. The lower gates were "worn out" and had serious leaks. The structure of the Power House had been damaged in the 1940's "Any old iron" war supplies campaign. It was in a very bad state.

Ken and I decided to raise the matter at the next IWA Board Meeting, in London. I would raise the matter in the morning Navigation Committee meeting and him on the AOB of the afternoon Board meeting. I would address my "fellow Directors" outlining the problems.

Those meetings resolved to assist me by sectorial and some finance. I was then able to found a not-for-profit Ltd Company. I named it The Ouse and Ure Rivers Trust. On receipt of acceptance by Companies House, I was able to appoint Directors to form a committee. Among the first to volunteer were to Chairman and secretary of the Linton Lock Commission. As one was in finance and the other a solicitor, I had treasurer and secretary. Soon to other executive posts were filled. The next step was to apply for registration as a Charity. A bonus was, the offer by the BW Area Manager and Engineer to be our Technical Advisor. He also offered to, at no cost, carry out a survey of the lock and estimate the cost of remedial works. The survey was completed and the estimated cost determined.

We were then able to declare the Objectives to the Charity Commission. They were to 1 raise the required funds. 2 to carry out the works. 3 when the works are completed, to negotiate with BW the transfer the lock and property from the Commission to BW.

AS a Charity we were able to launch a "public appeal" to raise the required funding. Also, we applied to funding organisations including The National Lottery Heritage Fund. The local community were generous and we had a positive response from the Lottery Fund and IWA. However, it took about 2 years to reach the target.

We were then able to engage a Civil Engineering Company to carry out the work. The firm was one recommended by our BW Advisor. BW Castleford were to construct new lower gates reusing the sound balance beams and sluice mechanisms. Users were consulted before closure.

Workers and machines on site, "coffer dams" were installed above and below the lock. The water was then pumped out. Upper gated were OK but removed to give access to the structure. The lower gates were removed and the beams and mechanisms separated and sent to Castleford. All the problems in the chamber structure were then exposed. It was suspected that leakage had caused voids between wall and land side quay.

The work took a couple of months. There were voids behind the wall. However, they were exposed filled and consolidated. The new lower gates were installed. It was a "great day" when the upper dam was lifted and water filled the lock. Both dams totally removed, it was a case of tidy up.

The work was "signed off" by our BW tec advisor and the lock reopened by the Commissioners. Now was the time for our final "objective". The transfer of the wear, the lock authority to British Waterways. The Commissioners were "in favour", the BW Area Manager and Regional Director were also "in favour". It was put to the BW Board and, after a couple of months, approved.

The legal transfer went ahead smoothly to the satisfaction of river users. All "objectives" achieved, we continued to have Trust meetings for a few months. Then, de-registered the Charity and the Trust Company into Voluntary Liquidation.

JOB DONE!

Post Script. A few years later there was harmonious discussions between York City and BW. The result was the transfer of Naburn locks and the river navigation to BW while York remained "in control" and maintained the waterside and historic structures.

*John*



# The Wharfinger

**M**uch of the Inland Boating world has been somewhat pre-occupied with the extensive breach on the Llangollen at Whitchurch, and rightly so.

It's an event that must concentrate the mind of those at the top of CRT, who must now be wondering, firstly, was the new organisation and sold a pup by the then Government, and are there more likely/liable/possibly large events of this nature in the offing?

Apart from the smaller obstacles to navigation, like failing lock gate collars and the like, the Wharfinger can remember at least three big stoppages - the reservoir at Toddbrook, and the breach on the Aire and Calder, (the link to that on the CRT website is no longer there), and of course the Bridgewater, (near Dunham Massey), the link to the Manchester Ship. (That is not CRT owned, but needs investment to repair, which doesn't appear to be forthcoming soon).

All these cost millions to repair and rebuild, but precise figures are not available. But if we gauge them by comparison with what was spent at Lock 40 (Wilmcote, which we were told was in the region of £900,000), we can see how it mounts up. None of these breaches has cost lives, which is a relief, but CRT must be wondering "Where next"?

It raises the prospect of having to drill multiple test bores throughout the land to verify the stability of embankments, as it is obvious that even an experienced surveyor with extensive geological training and experience can not verify the stability and constructional viability of any given embankment just by looking at it. Add to that the fact that future breaches appear to occur at the junction of new and original material, and you begin to understand the potential liability facing the Trust - we can only hope that the former head of the National Association for the care and Rehabilitation of Offenders, (NACRO), and CRT's new CEO, Campbell Robb (who wants "to do more with less", without stating how this is to be achieved) has the support he needs to manage these complicated problems, and get the funding required. For example, then Toddbrook scheme alone appears to be approaching £50m. A cheaper alternative is, of course, to hire a professional water diviner to suggest where the water is "in the wrong place at the wrong time". You never know, it might work....

On a more positive note, the Northern Section of our Canal has had some extensive dredging take place over the winter. It was contracted to Ebsford Environmental, a new-ish contractor to the Trust. They're based in Yorkshire and have a southern Office near Heathrow. They camped themselves at Swallow Cruisers, which is one of the few sites

# Dredging on the North Stratford

The winter's dredging based at Swallow Cruisers *Photos by Alasdair*



on the canal where trans-shipment can be accommodated, and the equipment, mud boats, excavators and all the other paraphernalia can be offloaded. Google their website, and you can see the amount of work they do involving water, it's not just dredging our muddy ditches. The photographs give an idea of what was involved. The 'Fund our waterways' group, and many others with an interest in the subject, have rightly responded to the Government's £6.5m cash injection with dismay. This is about 12.5% of the current £52.6m settlement for this year, a sum that reduces year on year, and is not inflation linked.

It's worth noting that building and civil engineering costs are hugely inflated along the line of the HS2 construction - everything from cement and steel, plant and manpower is affected.

And if one lock can cost £900k to rebuild, as at Wilmcote (Lock 40), that sum means CRT can only do the same for nearly 7 other locks on the network. (To be fair, the Lock 40 re-build required extensive sheet piling to safeguard the adjacent property, but you get the drift).

The situation simply points up that the idea the BW network could ever become self-financing was nonsense from the start, and now the chickens have come home to roost, with CRT Crowdfunding to rebuild Tardebigge top raising about £11k - enough for the tea fund. And the Environment Agency, as well as the Cam Conservators are in similar straits, with no sensible way out except Government investment. The lessons of the M6 Toll motorway have obviously not been learned. In addition, the network of inland navigations is largely considered to be part of the National Infrastructure, which is why the waterway and its banks are held not by CRT itself, but in a separate organisation which has no assets, so it can't be sold, or used as co-lateral for borrowing. A look at the National Infrastructure Service and Transformation Authority, (NISTA) website might help here. Or not, of course, as it doesn't seem to mention Inland Waterways at all, not even the large commercial ones, River Severn and the like. There is a, however a 10 year strategy laying out future investment plans.

However, spring is in the air for this 70th anniversary year of the formation of SonACS, so that's something to look forward to!



## *The Wharfinger*



No prizes for the Caption Competition as it seems everyone was too busy with Christmas preparations to send in any suggestions.

# Book Review

Brenda Ward reviews a new book featuring Birmingham and its canals

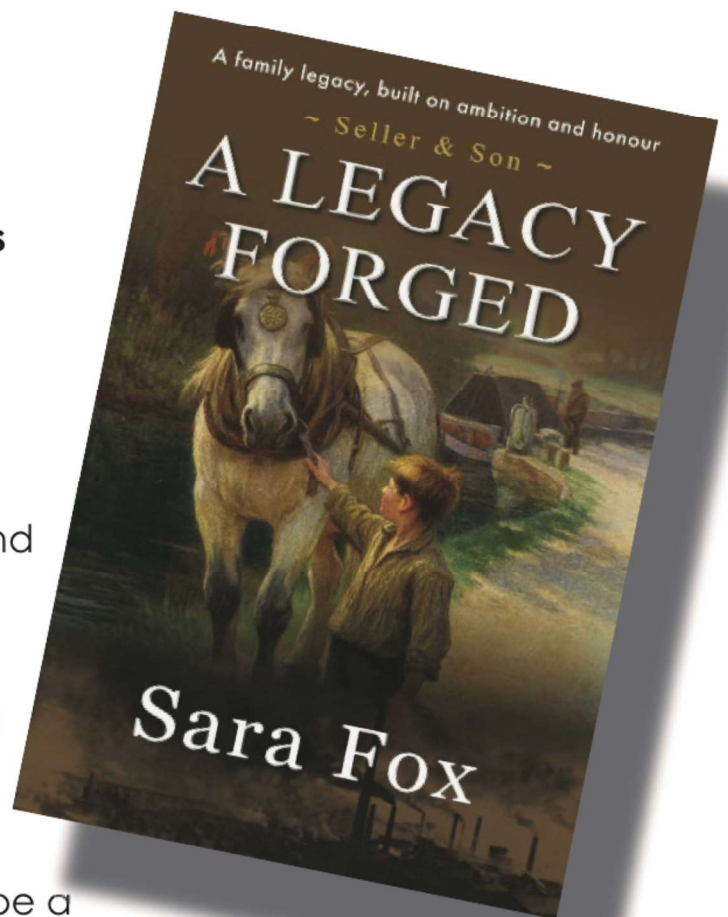
## A Legacy Forged

By Sara Fox

**T**hose of you who know me may know I don't tend to read novels and am more likely to use books for research, delving into my Canal Cottages Facebook group and using Ancestry to find out who lived in these cottages and what work they did. So when I was asked if I would review a book I was a little apprehensive as I thought it might be a novel. Well how wrong I was. "A Legacy Forged" tells how an engineering company, "Seller & Son" first started and then continued through the generations. They are Sara's ancestors and as she had access to endless company information handed down through the years, along with family stories, she is writing a trilogy as a promise to her late parents to write the story of the 200 years of their family business.

It tells the story of Sara's 3x great grandfather, Matthew when he is aged ten living with his family in Shropshire, who, having suffered an abusive father decides to run away to "seek his fortune". The year is 1822, a time of change, Birmingham is in the heart of the Industrial Revolution and it's where Matthew wants to be. The first few chapters tell of his travels and how he gets a job on a narrow boat. The route into Birmingham is so well described I could imagine being with the boy on the whole trip, including a graphic journey through Dudley Tunnel. The rest of the book takes you on an emotional journey through the good fortunes that Matthew encounters and the people that help him on his way. It travels through seventy years covering the social and political life of the people of Birmingham and beyond and how it affects the family.

Sara has used her skills and imagination and takes you through many happenings at the time including Matthew's journey on the first railway from Birmingham to Liverpool to collect his employer's niece. She



describes how working people lived at that time, some in cramped conditions while trying to earn a living. We all know how tough life was in those times but Sara has such a way of explaining how it was it almost brings you though these peoples' doors.

I really enjoyed this book and found it very difficult to put it down but I was reading it to my husband, Brian and we had to find time when we were both together and discussed each chapter. I must say it took us on a journey where we could relate to experiences in our life and sometimes made us both quite emotional. I would encourage you to read this delightful story. I'm glad I did.

A Legacy Forged is available from:

<https://www.sarafoxauthor.com/category/all-products>

*Brenda*



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## Canals in Crisis

### **The disastrous breach in the Llangollen Canal**

Lack of maintenance, under funding or a combination of both but more probably one caused by the other. There's no denying CRT are seriously under funded and unless the government give DEFRA more money, scenes such as this will be increasingly repeated. Imagine the disaster if this should happen in an industrial or worse, residential area.



Photos; CRT





## Letters

Our Long-standing member, Arthur Beeston, has more thoughts about venue and time of our meetings raised in the last issue.

*Hi, Dusty.*

*I sent a letter to the committee about twelve months ago which basically said the same as that in John Brookes letter in the last issue.*

*At that time I suggested that the Society had turned into a lunch club for those able to go to meetings during the day*

*I further suggested that the meetings should revert to evenings to give opportunities for people still working to come to meetings and get to know existing members better and should be brought back to nearer our canal and I also suggested the committee investigate previous venues, such as Lowsonford Village hall, Wooten Wawen Village Hall, or other halls in the area.*

*I believe the Navigation at Wooten has fairly recently changed hands so it may be worth trying again as the meetings there always seemed well attended.*

*Regards.*

*Arthur*

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John asks in his Chairman's letter of who we have met and stories that could be shared within these pages. A notable meeting for me, was on one of our first ventures northwards into the heartlands of the Midlands waterways. Struggling to make progress along a what was then a very badly silted Coventry Canal, through shoals of red mud deposited into the canal from a quarry at Mancetter, we were rapidly overhauled by a pair steered by Mr and Mrs Collins, fully loaded at Pooley Hall and bound for the Jam 'ole (Kearley and Tongues jam factory at Southall). I can't remember if the boats were then under the Blue Line management or still wearing Samuel Barlow colours. Pulling over to let them pass Mrs Collins leant in our direction and called to us, "You'll get on better if you slow down". A great piece of advice and a lesson well learned.

*Dusty*

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1972

## Wensleydale Whey



## the grate cheese quest

Writer & Lyricist: Lucie Raine Director: Elvi Piper Composer: Amal El-Sawad Musical Director & Arranger: Robert Cooper Designer: Celia Perkins

**AD**))) This production has integrated audio description by Ben Wilson. Touch tours are available at every performance.

# AT BRIDGE HOUSE

LAPWORTH TOP LOCK, CHURCH LANE, B94 5NU  
ON THURSDAY 20th AUGUST AT 7pm

NO TICKET NEEDED

A PAY WHAT YOU FEEL COLLECTION  
TO BE TAKEN AFTER THE SHOW

Show Champions; Clive and Helen Henderson  
and The Stratford upon Avon Canal Society

# 70 Years of SonACS

In this momentous year I have been studying items in the archives that have a particular relevancy in the Society's history. We start with a document from 1956 recording the inaugural meeting.

## STRATFORD ON AVON CANAL SOCIETY.

Inaugural meeting, 17th. November, 1956.

A meeting was arranged at Haselucks Green Road Schools on Saturday evening, November 17th., 1956. Those present were members of the Stratford Canal Club, the Inland Waterways Association or had been invited by members of these two organisations.

After considerable discussion it was unanimously agreed that a Society should be formed to work for the restoration of the Stratford on Avon Canal to full use.

It was agreed that this Society should be called the Stratford on Avon Canal Society and that its objective should be the fullest use of all the canal for all legitimate purposes.

It was agreed that the annual subscription should be 5/-.

The following Officers were elected

Chairman. Mr. John Pinder.

Honorary Secretary Mr. Michael Fox.

The office of Treasurer was left open as there were no nominations, the Hon. Sec. agreed to act for the time being.

In addition to the Officers the following were elected to serve on the Committee

Mr. J. Pinder, Senior,  
Mr. G. E. Burden,  
Mr. D. Burton  
Mrs. C. Armstrong,  
Mr. R. H. Lee.

It was agreed that committee meetings should be held on the fourth Tuesday in each month.

*J Pinder*

THE STRATFORD ON AVON CANAL SOCIETY.

The first Committee meeting was held at the Wharf Inn, Hockley Heath at 8 p.m. on Tuesday the 27th. November, 1956.

Present were Mr. John Pinder (Chairman), Mr. M. Fox (Hon. Sec.), Mr. J. Pinder, Mr. D. Burton and Mr. G. Burden.

The Chairman reported that he had arranged with the landlord of the Wharf Inn, Mr. Maybury, for permission to clean out the basin and to use it as a mooring for our boats. It was agreed that an inspection of this basin should be made on the following Sunday Morning.

The Hon. Sec. gave a summary of a meeting held the previous evening between Mr. Robert Aickman, Mr. P. Saunders, Mr. D. Burton and himself. At this meeting the discussion centred round the most effective policy that could be adopted by the Society for ~~opening~~ opening up the Southern Section.

The general conclusions reached were approved by the Committee and were as follows -

The Society should press for and encourage the use of light craft and permission for these should be sought. In turn we should offer assistance with maintenance to prevent further deterioration.

A list of suitable persons who might be asked to become Vice-Presidents of the Society had also been drawn up and received the Committee's approval.

- - 0 - - *J. L. Pinder*

An informal Committee meeting was held on board the narrow boat 'Glendower', of Waterway Projects Limited at about 8 p.m. on Sunday, April 28th.

Present were Mrs. Bancroft, (Treasurer) Mr. M. Fox (Hon. Sec.) and Mr. G. Burden.

It was proposed by Mrs. Bancroft and seconded by Mr. Burden that Mr. Patrick Saunders should be co-opted on to the Committee. This was agreed to, Mr. Saunders also being present.

The main purpose of this meeting was to prepare the outlines of the Memorandum to be submitted by the Society to the Bowes Committee on Inland Waterways. Suggestions for future activities were also discussed in general terms: it was agreed that plans for a public meeting in the immediate future should be shelved, in view of the urgency of other matters.

*8.4 October 1957*

*J. L. Pinder*

MINUTES OF THE INAUGURAL MEETING OF THE STRATFORD ON AVON  
CANAL PROTECTION COMMITTEE.

6.30 pm 30<sup>th</sup> July 1958.

The meeting was held in the Refreshment Room, No. 6 Platform,  
New Street Station, Birmingham. Those present were:

Mr. P. Saunders,  
Mrs. Bancroft,  
Mr. D. Burton,  
Mr. D. Hutchings,  
Mr. R. Marston,  
Mr. M. Fox.

After a general discussion it was agreed that those present should constitute the committee, with Mr. Saunders as Chairman and Mr. Fox as Secretary.

1. Scope. It was agreed that although our immediate task is the restoration of the lower section, the upper section must not be regarded as in no danger, and that our activities should cover the whole length of the canal.

2. Finance. The Chairman outlined a scheme for raising some initial funds for the committee. This was agreed to and the cooperation of all was promised.

3. Propaganda. It was agreed that the letters published in the Stratford "Herald" on the lowering of Wilmcote Bridge should be followed up. The Chairman said that he was putting in a letter for this week's issue.

The Secretary drew attention to the large number of people using the lower section for fishing and walking. He estimated the number at 200 to 500 each Sunday, according to the weather. The use of posters was suggested, but a decision was postponed until after the Rally.

The Secretary agreed to prepare a list of I. W.A. members living in the vicinity, from the records at the Branch Secretary's Office.

4. Wilmcote Bridge.

This was discussed at length; Mr. Marston reported on his recent inspection, and possible ways of repairing it without interfering with the navigation. A direct approach to the County Surveyor was considered to be our next step and the Secretary agreed to seek an appointment for himself and Mr. Marston.

In the next issue of Newsletter we hope to publish some long forgotten documents and letters relating to negotiations to the build-up to the commencement of work to re-open the southern section of the canal.

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**There are now vacancies on the  
committee**

**Please send items for the Newsletter to The Editor by  
e-mail or post. Thank you.**

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