

BRIDGE

COMBINED ISSUES 28, 29 & 30



Jan, Feb & March 2012

Grantham Canal News Sheet

This latest issue of the Electronic News Sheet is for **anyone** who would like to be updated on GCS activities and progress. If this is the first issue you have received and you would like future monthly issues, please send an email to: Membership@granthamcanal.com stating your name, confirming your e-mail address and indicating that you wish to receive the News Sheet. Future copies will not be sent without your permission. You do not have to be a member but please consider joining. Details on "The Society" page on our website: www.granthamcanal.org

Apologies once again, this time for the non arrival of the Jan & Feb editions of Bridge. With so much practical work happening at the moment there are not enough hours in the day. So much for being retired! Behind the scenes there is also a lot going on. Some things I can tell you, some will have to wait a while. Hope you enjoy this bumper issue. Ed

1. Launch of New Grantham Canal Website

On March 1st 2012 the new Grantham Canal website www.granthamcanal.org was launched and is accessible to all. This site has a series of new features, including the facility for rapid updating of latest news, events and activities. The website will continue to be refined and developed. Your comments, with ideas and suggestions would be much appreciated. Please send to: david.lyneham-brown@granthamcanal.com

2. Grantham Canal Waterway Heritage Initiative

Heritage Lottery Fund backs next stage in restoration of the Grantham Canal.



Regular readers of 'Bridge' will recall that, last summer, the Grantham Canal Partnership was successful with a bid to the Heritage Lottery Fund for support for a major project involving the restoration of derelict Locks 15 and 14 (and hopefully 13 & 12) at Woolsthorpe and increasing public awareness and understanding of the heritage importance of the whole canal. In the case of the locks, the exciting plan is to use them as an 'outdoor classroom' for the teaching of waterway heritage skills and to use the Woolsthorpe Depot as an indoor base.

The HLF grant of £48,000, combined with additional support from the Partnership and Society, is being used to develop a Stage 2 bid, for a much larger grant, which we plan to submit early in 2013 – and an enormous amount of work is involved! An early priority

is a thorough engineering survey of the derelict Woolsthorpe locks – which is why members of the GCS and Waterway Recovery Group North West have recently been clearing vegetation from the site.

On 17th January representatives of the HLF visited Woolsthorpe to check on progress and our photo shows them studying one of the locks, in the company of members of the Project Steering Group.

For further information, contact Peter Stone on 0115 9232046



Lock 14 - before



.....and after

3. New Footbridge at Cotgrave

On 21st February, Henry Boot Civil Engineering installed a 10-tonne bridge over the Grantham Canal as it passes through Cotgrave Country Park in Nottinghamshire. The large flat, Colliery Haul Bridge (14a) to the old colliery site has been removed, so this is still Bridge 14, on the site of former Brown's Bridge and is positioned just below Hollygate Lock (7).



Pictures : Peter Stone and Tony Pitman

4. Abbreviations, Canal Part Names & Local Authorities.

I've had several requests to explain abbreviations and names that have appeared in previous issues of Bridge. Those of us that are totally involved with the canal tend to assume that everybody knows what we are talking about, so here goes. These are my descriptions, so I appreciate that not everyone will agree. Please let me know if I've got any really wrong or missed any important ones out completely. Ed.

Abbreviations:-

GCS –	Grantham Canal Society
GCP -	Grantham Canal Partnership
IWA –	Inland Waterways Association
BW –	British Waterways (soon to be no more!)
CART –	Canal & River Trust (new name for what was BW)
WRG -	Waterway Recovery Group
WRGBITM –	WRG Bit in the middle
WRGNW –	WRG North West Group
HLF –	Heritage Lottery Fund
EA –	Environment Agency

Six local authorities who have an interest in the Grantham Canal. (in alphabetic order)

LCC -	Leicestershire County Council
LCC -	Lincolnshire County Council
MBC -	Melton Borough Council
NCC -	Nottinghamshire County Council
RBC -	Rushcliffe Borough Council
SKDC -	South Kesteven District Council

Parts of canal system:-

AQUEDUCT –	a trough which carries a canal over an obstacle i.e. road, valley, railway, river etc.
CULVERT –	a tunnel under the canal, usually for a stream.
WEIR –	normally where water is kept at a fixed height and excess drops to a lower level.
THE CUT –	the canal.
OFFSIDE –	non towpath side.
GATE RECESS –	the area in the lock wall which allows the gate to fit into when it is opened for boat movement.
QUOIN –	curved part of the lock gate recess where the gate is hinged.
WING WALL –	the approach wall to a lock, seen from an approaching boat.
INVERT-	the curved brick bottom of a lock (imagine an upside down bridge).
ENVELOPES –	slots in the brickwork where excess water flows when the gates and paddles are shut.
WINDING HOLE –	(as in, gale force 'wind') – a wide area of water where narrowboats (especially) can turn.
FEEDER –	a channel which carries water from a reservoir to the canal.
CILL –	the ledge that supports the top gates. Not visible when the lock is full.
MITRE –	where the gates meet when they are shut.
GROUND PADDLES –	mounted before the gates on the lock top, when raised they allow water from the upper level into the lock chamber.
GATE PADDLES –	same as ground paddles but mounted on the top (sometimes) & bottom gates to allow water in and out of the lock.
POUND –	a length of canal between two locks.
SIDE POND –	a method of saving water by moving it sideways in a flight of locks, then bringing it back in and using it a second time. Visit Foxton Locks for good example.
BYWASH –	as water in canals does flow, excess water goes round a lock to the pound below.
WINDLASS –	the key that is used to open the paddles to allow the filling and emptying of a lock.
BACK PUMPING –	using electric pumps (usually) to move water back uphill to be used again.

5. Meet The Committee

This time it's the turn of John Brydon GCS Vice Chairman. Ed



A life time passion for steam powered machinery resulted in the restoration of an 18ft clinker built coal fired steam work boat some 20 years ago. After many trips on the local canals and rivers a mild interest was shown in the Grantham Canal and the rest is history.

John was chairman of the 2007 Trail Boat Festival at Woolsthorpe. The event was a huge success despite two days of solid rain with 30 visiting trail boats showing how the canal can be used in the future and how important is restoration.

The role of Vice Chairman is to offer general support to the Chairman, Mike Stone, who continues to work every available hour for the Society in addition to offering support to the other volunteers..

In 2009 the Highways Agency had conveniently overlooked the raising of Mann's Bridge [16] on the Stragglethorpe Road whilst building the new A46, at the same time they were providing a hugely over engineered bridge to take the new road over the canal. A robust assault was made by the G.C.S. over the Highways Agency's decision, but it was a classic case of Justice delayed is Justice denied.

John is currently assisting the HLF stage one work on Locks 14 and 15 to ensure that a full engineering survey can be carried out. A huge amount of vegetation clearance work has already been completed. If successful the HLF will see the GCS restore, not only locks 14/15 but 12/13 as well, at the same time as providing valuable heritage skills training . The navigable canal could soon be at Redmile .

Other interests include, Trustee of Papplewick Pumping Station, Vice Chairman of Newark and Nottinghamshire Agricultural Society, an advisor to Magdala Opera , Vice President of Nottingham Rugby Club and a Life time member and President Nottinghamshire County Cricket Club.

Every November sees the World famous London to Brighton Veteran Car Run and John and family take part with the 1896 Salvesen coal fired steam cart, one of the oldest participants, and the 1903 Stevens Dureya, driven by his wife Sue. In 1990 John drove a 1912 Lancia Simplex car from London to Peking, journey of 10,300 miles over some of the most hostile terrain in the world.

The history of the First World War has always interested John and the family own 3 WW1 Camions and a horse drawn field kitchen. The family have 4 dogs and 4 horses, one of which is Tom, a 6 year old Shire horse. He is one part of the team that won the British National horse ploughing and the Great All England horse ploughing championship in 2011 under the tutelage of Jim Elliott. We may yet see a horse drawn canal boat on the Grantham canal

John is married to Susan, lives in Hawksworth and they have 4 children, the youngest is Phoebe 14 who has taken part in every London to Brighton Run since she was born. She intends to drive to Brighton herself in a veteran car when she is 17.

Over the years Susan would look forward to the variety of holidays in many parts of the world and was constantly amazed that England just happened to be playing cricket at the same venue. What a coincidence.

It's been very nice, must dash , work to do.

Follow that! No wonder, before the excellent Mike Stone came on the scene as our current Chairman, fellow long term volunteer, Ian Goodson and I suggested to John that he might consider taking over as chairman, he said, "I really don't have the time". What a poor excuse. He wasn't even President of the cricket club then! Ed.

6. Work on the canal not involving GCS

Bridge 62 repairs at Woolsthorpe



Before.....



during.....



and after. With excellent results.

Photos : Tony Jackson & Tony Pitman



Contractors have been working for BW to clear some of the overgrown parts of the canal at Harby and elsewhere. Views, left and right taken looking either side of Langar Bridge.

Unfortunately there seems to be no help coming to clear the shallow section between the Bridle Bridge and Casthorpe Bridge at Woolsthorpe.

7. Volunteers

A plea from the Chairman.

We need several volunteers to undertake various tasks, generally of an administrative or 'off the waterway' nature. Urgent amongst these are:-

Membership (3 positions):

Administration: Support for the Membership Secretary to follow-up new membership enquiries, chase outstanding subscriptions, etc.

Administration: Maintain and update an 'Active Volunteers' database

Development: Increase membership numbers through recruitment

Events & Sales Assistant: Support current marketing initiatives by organising/attending events with the GCS Stand.

Education Coordinator: Develop & support current initiative and work with local schools curriculum programmes to promote the canal.

Social Secretary: Organise occasional predominately social meetings/events for society members.

If you feel you can help, please contact the Chairman, Mike Stone on 0115 931 3375 or email him: chairman@granthamcanal.com

8. A46 Bridge



We have had some concern about the line and profile of the canal under the new A46 Bridge. A couple of meetings on site seem to have resolved the problems and the contractors are now doing the finishing touches.



(Latest pictures left.)
Manoeuvring a 70ft narrowboat between the bridges might still be a bit of a challenge but at least there is a new bridge to cruise under, when we get that far!

9. Mann's Bridge



The Highways Agency argued that the A46 road works would not affect the raising of Mann's Bridge in the future and that they could not help us in any way as this part of the canal was outside their boundaries. Having spent £2.2 million on the A46 bridge, their latest attempt to make life difficult for us can be seen in the pictures (left and right) where they have planted a lamp post directly on top of Mann's Bridge. Very helpful indeed!!



10. WRGNW & Bitm

WRG NW returned on the 4th and 5th February and WRGBITM were back on the 18th and 19th February. All the excellent work they did was on either side of Mann's Bridge at Cotgrave. It started to snow on the 4th and by the Sunday access was a bit tricky but everyone got stuck in (not literally) and we soon had a raging bonfire which melted the snow. From then onwards it was trudging around in the mud to keep the fire burning but at least it was warm!

BITM removed even more big stumps from the bed of the canal whilst we made progress with the lighter but very dense growth working towards Cotgrave. From now on the canal is in water so progress is going to be much slower. Sincere thanks to everybody for their enthusiastic assistance. It's very much appreciated. We hope to see you all again soon.



Where do we start?



Going...



Going....



Gone!

11. Hickling Wharf



Hickling Wharf of course belongs to BW but the Warehouse is in private hands and last year we were kindly allowed to have our GCS stand inside the building for The ScareCrow Fest. For everyone who attended, it was the first time that the majority had seen inside the building. It was a good event for us and as there is another planned, the workparty group have offered to lend a hand to do some tidying up around the site.

12. Workparties

As you will have seen from the first page, the workparty members have been very busy. Not only have they cleared Lock 14 which was the worst to do but also Locks 12, 13, and 15, which are still standing but they were also a complete wilderness. We have had a lot of help from WRG NW Group over one weekend for which we are very grateful. A good turn out by our members made an impression as it was mentioned to me that often the host society members are a bit thin on the ground. We managed to match our visitors '15 all'

Our group has been rapidly rising in numbers with ladies getting stuck in, keeping us men under control too! Workparties of 15 or more being quite normal. Since bridge 62 has been repaired (see item 6) and the scaffolding removed we have been taking both boats out each working day for skipper training as well as rubbish collection in the workboat. There are several very hard working crew members on Centauri who are equally proficient as skippers too. She is not an easy craft to handle and doesn't always behave as one might wish but that's the challenge. We have had some great trips recently in the sunshine and I was really pleased when one retired member said, with a huge smile on his face, "It's the first time in my whole life I've done this. It's wonderful" That's what being part of the team is all about!



As you will see from the photos (above and left) there are logs and branches by the hundred, plastic and glass bottles by the dozen and plenty of other rubbish that we have collected on two trips. A mattress, bicycle, old gas pipe, a road cone, skirting board, pelmet, and gas bottles are also there. We have already had one bonfire from a previous trip and this will be the second. The cut was noticeably clearer after our 1st trip so hopefully there won't be too much more to recover. Surprise, surprise, we didn't find a shopping trolley!



Another project for the workparty team is to repair the damage to the pontoon alongside the A1 at Grantham. The aluminium strips are being replaced with fibreglass and the damaged planks will be replaced. Some other modifications will take place at the same time to make the surface less slippery in wet conditions.



Please let me know if you are happy with the balance of content in 'Bridge' and also if there is anything you wish me to include. Ed

Photos : Ian Wakefield unless credited otherwise

If you spot anything new or unusual on the Grantham, please contact the editor with photos if possible. Any questions and I will try to find answers.

The editor can be contacted at: ian.wakefield@granthamcanal.com