

## **GREEN LIGHT FOR LINK !!**

### **SCOTT WILSON REPORT PRESENTED TO PACKED HOUSE!**

**A**fter 9 months of detailed study the Scott Wilson report was presented to a public meeting at Radcliffe on Trent at the end of March. Overall it was well received and certainly attracted a great deal of interest with over 100 attendees. Funded by emda, Nottingham County Council, Rushcliffe Borough Council, the IWA and the Grantham Canal Partnership,

**the study consisted of two stages:**

Stage 1 of the study identified a definitive route for the Trent Link. Over the years many route options had been suggested but none had been subject to detailed analysis. This study looked at all the constraints and opportunities and recommended a definitive route. The route proposed is a new cut between Holme Pierrepont and Radcliffe on Trent, passing under the A52 in a new multi user culvert to the west of the existing Polser Brook culvert. The new cut would then run parallel to the Polser Brook joining the existing canal close to where the Polser Brook passes in a culvert under the canal below lock 4.

#### **WATER SUPPLY**

Stage 2 consisted of developing a conceptual engineering design for constructing a new link and restoring the canal from Lings Bar Bridge / A52 (6a) to Hollygate Lane Bridge (15), Cotgrave. A critical problem which needed dealing with related to water supply, this would be by means of an existing former colliery water main from the River Trent to Cotgrave or by means of lock back pumping. Most importantly creating a standalone link to Cotgrave is feasible and economically viable. The second stage also looked at a range of other issues including proposals for a Green Infrastructure Space using a restored Grantham Canal as the framework. The development of Green Infrastructure is now seen as essential close to urban centres to protect open land for both people and wildlife. A green infrastructure master plan as a vision for the canal corridor between the Trent and Cotgrave has now been pro-



*Two views of the Canal at Cotgrave*



*(Continued on page 3)*

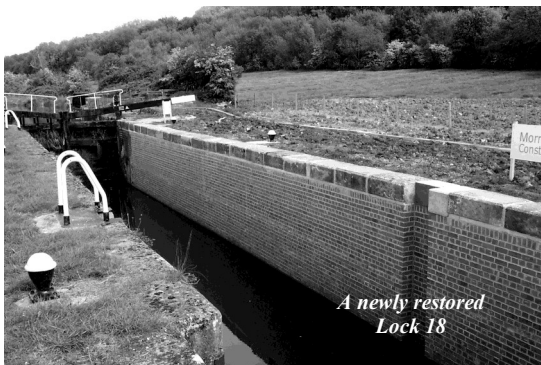
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# Current Affairs

## Lock 18

The contractors, Morrison Construction, finished the construction of the new lock wall at the end of March. As you can see, it now looks fine and is being tested to ensure that there are no faults before being opened for use. Some landscaping work is still required and the contractors will return to complete that in early summer when the grass has grown. We owe a debt of thanks to the IWA who contributed the legacy of Charles Woodman to the project, east midlands development agency, Lincolnshire Waterways Partnership, British Waterways, John Moulsher – who gave us access to his land, John Baylis and John Brydon. At a future date there will be a re-opening ceremony and the erection of suitable plaques to record the work.



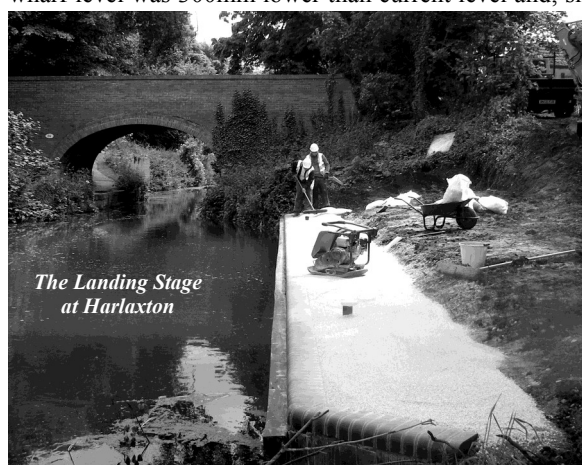
*A newly restored  
Lock 18*

## Landing Stages

A new landing stage was installed during May just above Lock 18 at Woolsthorpe. This is a simple piled structure of about 20m long and was designed to facilitate easy access to boats on the canal. At Harlaxton, in conjunction with the local community, the village wharf was cleared of brambles, fenced to make it presentable area – during May and June the wharf was piled and surfaced along the water-frontage and everyone concerned should be proud of the result. In both locations experts were used to advise on the soil structure and wild-life habitat, looking particularly for water voles. None were found at either site. At Harlaxton we called in the Grantham Archaeological Group - the original wharf piling constructed from oak, had perished and needed renewing. This piling dating back to the early 19<sup>th</sup> Century has certainly lasted well - it is hoped that the new steel piled wharf lasts as long! The original wharf level was 300mm lower than current level and, since the canal's closure in the 1920's, the site had



*The Landing Stage  
at Woolsthorpe*



*The Landing Stage  
at Harlaxton*

been used as an informal tip! - the most interesting find was a bottle of fluid with VAPO CRE-SOLENE CO moulded into the bottle. It contained laudanum and cocaine and was used in a vaporizer for relief of asthma, and was really good pain reliever. The message is don't smell strange bottles you may find on old canal sites! The work was undertaken by Morrisons Construction and funded by EMDA and WREN. Although we prepared the tender documentation and invited tenders the contract was managed by British Waterways. Phase 2 of the project will involve creating a community space is now being planned. Funding is being applied for by the Harlaxton Village community and a planning application has been submitted to South Kesteven District Council. It is hoped that the second phase which will see the wharf opened up to the public will be completed by the autumn of this year. As part of the planning application it has been necessary to place a public notice in the Grantham Journal as the ownership of half the site is unknown despite extensive enquiries. If anyone does know who owns the site, please contact Kevin Mann on 0791 2062064 or kevinmann@onetel.com.

## Boating on the Canal

Now that the landing stages have been installed British Waterways has agreed that the canal can be opened to limited boating activity. The GCS will be responsible for operation of the slipway at Denton Wharf and will encourage visits by boats capable of being launched from a trailer. These are usually referred to as 'Trail-boats'. Operation will be restricted to the 3 ½ miles length between Woolsthorpe Top Lock and the A1 and dates when the slipway will be open will be announced soon. If you wish to bring your boat please contact us. Full details will be on [www.granthamcanal.com](http://www.granthamcanal.com) We are still hoping to install a pontoon at the A1 end of the canal. Tenders have been invited and we have a contractor ready to start. We now just need the funding – pontoons aren't cheap! The good news is an Expression of Interest application by the Lincolnshire Waterways Partnership to Lincolnshire Enterprise has been approved and a full application is now being submitted. What is also good news is that Lincolnshire County Council has agreed to provide the match funding. Hopefully by the middle of the summer we will also see this pontoon installed creating first class 3.5 mile navigation between Woolsthorpe & the A1.

## HOW TO CONTACT THE SOCIETY.

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*A Strategic Alliance of:*



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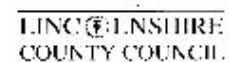
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## *Pubs along the Grantham* The Plough Inn Stathern



**G**reetings pub pickers! And welcome to the twentieth of our “close to the canal” series of features on “Pubs Along the Grantham” you can visit once restoration is complete.

Leaving the Grantham Canal via the lane from Stathern Lodge under the old railway bridge will lead you to the village itself, at the foot of the Vale of Belvoir Scarp. Stathern is currently home to over 600 people and still boasts a post office, village store, butcher’s shop, garage and TWO pubs. The “**Plough Inn**” is to be found on main street, and entering this hostelry will be a joy to pub purists as it retains its original entrance door with separate public bar to the left, lounge bar to the right and very much a traditional feel.

The main part of the building dates from around 1750 and started life as cottages, but it became a public house in the early nineteenth century to quench the thirst of workers from the nearby iron ore mines - one of 26 licensed premises in Stathern at the time! Another significant moment in its history happened in the middle of the last century when a former landlady called Madge lost her life falling down the stairs a little worse for wear. Now sometimes a mist is seen in the lounge as her ghost reminds patrons she’s still around - by flipping keys from hooks, knocking bottles from shelves and altering the beer thermometer settings in the cellar. But she’s thought to be fairly friendly as one previous landlord even had his bed made!

After a period of decline, new owners David Wilson and his son Martin have reinstated The Plough as a true “community” pub, with many local groups now using their facilities. Walkers, their dogs and even their *horses* are accommodated. Generous sized rooms with beamed ceilings and real fires in winter will be a welcome sight for any thirsty and hungry mariner. There are at least three different real ales (including beers from the local Brewsters Brewery) and a wide range of locally sourced food, from cobs to a-la-carte, available all day every day! A rear function room is used for dining during busier periods and special events, when the old skittle alley can also be brought into use. Otherwise you can choose the quiet, comfortable lounge or the more bustling public bar – where you are most likely to be greeted by Max, the pub’s famous Otterhound. He is one of only around 1000 of his kind in the world – rarer than a Giant Panda and only *slightly* smaller! The breed originates from the 11th Century and actually has webbed feet. Some of these dogs are still used today to reduce mink numbers (rather than to hunt for otters) but Max has a more peaceful role fussing over adults and children alike!

David thinks the sooner the Grantham Canal is restored the better; “A fantastic asset for the future and a wonderful extra attraction for the Vale”. Meantime you can put The Plough into your SatNav (LE14 4HW) and enjoy life to the Max!

## **BBC TAKES AN INTEREST!**

**D**id you see the edition when the Grantham Canal and the GCS starred on Countryfile?

### **PROMOTION**

John Brydon’s steamboat figured largely as John Craven sailed along the Grantham Canal; Chris Tizzard was at Muston Wharf talking about the role of the Belvoir Castle Tramway and there was even a (brief) shot of volunteers working on Harlaxton Wharf. This was great promotion for both the canal and the society.

### **ARCHIVE**

If anyone happened to record this episode, please contact us as a copy would be much appreciated for archive and for possible use (with Auntie’s permission!) in future promotional activity

*(Continued from page 1)*

duced. A final element to the study has been the production of a business case for creating a new link. Depending on the level of development between £1 to £4 million could be brought into the local economy within leisure and tourism relates businesses.

### **CHALLENGE**

The study has been endorsed by the Grantham Canal Partnership and certainly is a most valuable document. Taking the study forward is now the next challenge. Funding for all the study proposals is unlikely to occur within the current economic climate, however as and when opportunities arise, we can now make a strong case for funding, which will enable elements of the study (subject to planning consent and community consultation), be taken forward.

**It is hoped that the full study will soon be accessible on the Grantham Canal web site:**

**[www.granthamcanal.com](http://www.granthamcanal.com)**

# CALLING ALL ARTISTS!!

## LIKE TO HELP US IN OUR MEMBERSHIP DRIVE?

**I**t's a generally accepted fact that, where a group seeks to influence opinion, in either the political or financial sphere, the number of individuals, whether active or not, within that group has a direct bearing on it's success. Accordingly, in 2007 the Grantham Canal partners set an objective to raise membership of the Grantham Canal Society to 1000 plus as soon as possible. In little over a year membership has almost doubled from 230 to 440 and we are now urgently seeking new ways to spread the message.

### POWERFUL

The beer mat has long been considered one of the most powerful forms of advertising; besides pubs and restaurants they can be used in the workplace, hotel reception areas and tourist attractions to raise awareness of the Grantham Canal throughout the East Midlands.

Some of the options we have are:

A single Grantham Canal design with website and membership application details on the reverse side

*A sponsored version with the restaurant/ attraction/ pub name "Supports the Grantham Canal" on the front with website and membership application details on the reverse side*

Finding an artist who could do line drawings of the canal and its environs – then we could produce a series over the next few years, again with the website and membership application details on the reverse side

### SPONSORSHIP

These options are not hard and fast - we'd like to harness the collective brain power of our readership to produce designs and design ideas – and commercial sponsorship. If you wish to submit designs, design ideas or can suggest commercial sponsors please get in touch with [david.lyneham-brown@granthamcanal.com](mailto:david.lyneham-brown@granthamcanal.com). For the winning contributors awards of £25 plus one years free membership of the Grantham Canal Society are on offer.

## WHY NOT BECOME AN ACTIVE VOLUNTEER??

We think the Grantham Canal Corridor is a wonderful resource for people of all ages and from all walks of life - if you agree, why not consider helping out with it's regeneration - it needn't be a full-time commitment - you can involve yourself to whatever degree you like!

### *What's your interest?*

Towpath Walking  
Slipway and Boating  
Environmental & Restoration  
Publicity and Marketing  
Administration

If you've any expertise - or even just lots of enthusiasm - you can help regenerate and maintain the Grantham Canal.

### *So....why not join the Team of your choice?*

We have teams that need more members so why not call the Team Leaders:-

Towpath Walkers – Peter Lees 01949 843853  
Slipway & Boating – Mike Oliver 07713 265072  
Environmental – Leigh Hood 01400 281648  
Publicity – Mike Stone 0115 931 4508  
Administration - Mike Stone 0115 931 4508

## DON'T DELAY - PHONE TODAY!

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The Grantham Canal Partnership and the restoration team wish to thank John A. Stephens Ltd for the material support and encouragement they have provided over the last year.

***Please support our sponsors and recommend them to your colleagues and friends.***

# *Walking the Grantham*

## **Blue Hill Circular**

Distance: 2.5 miles approx.

Time Required: 1.5 hours approx.

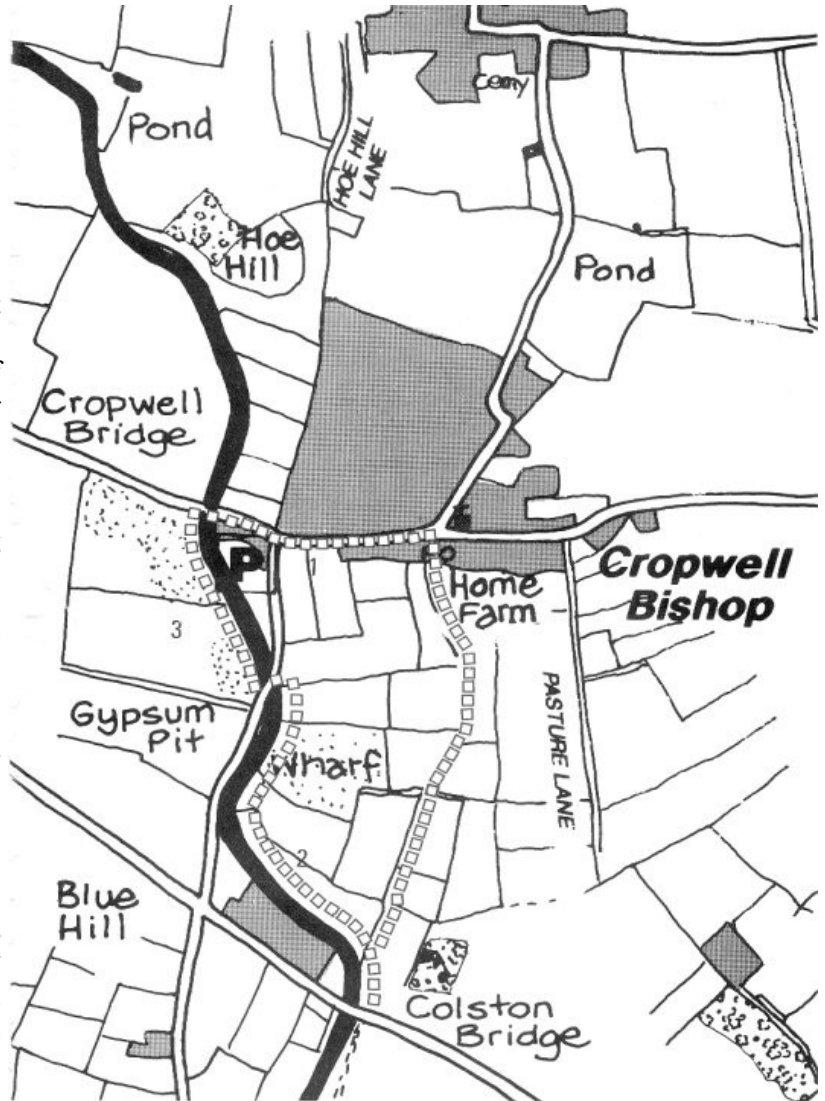
### **Section 1**

Turn left out of the car park and walk down the road into Cropwell Bishop, passing the creamery on the left hand side. Turn right just before the church, down between two houses, and over the stile at the end. Walk up the side of the next two fields, keeping the hedge on your right hand side and then to the footbridge in the corner. Head diagonally to the right across the next field to the waymarked post, and continue up the path through the next two fields, keeping the hedge to your right hand side.

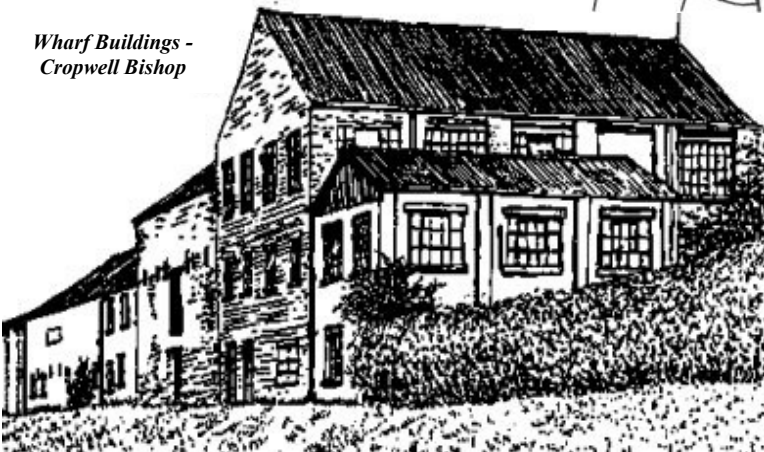
**At this point, the ground rises and, at the top of the field, there are good views back over Cropwell Bishop and Cropwell Butler in the distance. to the west can be seen the British Gypsum quarry workings, and it is also possible to trace the line of the canal northwards.**

### **Section 2**

Walk down the slope on to the towing path and continue straight ahead as the canal gradually emerges from the cutting at Blue Hill. Blue Hill derived its name from the blue clay found in this area, which was extensively used as “puddling”,



*Wharf Buildings -  
Cropwell Bishop*



the process of lining the canal bed to make it watertight. Continue along the towing path, looking out for two mile posts between here and the next bridge.

**The wharf buildings on the right hand side (and teh quarry on the left) are part of British Gypsum and records of gypsum mining date back to the 17th century. The locally produced plaster has a pinkish colour due to the impurities in the clay. Canal barges able to carry 25 tons of cargo transported the clay to Nottingham railway station, a journey of about**

**ten hours! The gypsum works was the last regular user of the canal, up to about 1915, when they turned to road transport.**

### **Section 3.**

Just after the wharf buildings, cross over Kinoulton Road to the towing path, which is now located on the west side of the canal.

**This is the site of the old Cropwell “roving” or “turnover” bridge, which was constructed so that the towing horses could change sides over the bridge without being unhitched from the barge.**

From this point, continue along the towing path to Cropwell Bridge.

**The house on the opposite side of the bridge was once an inn licensed to sell “intoxicating liquor to serve the needs of those who worked on the canal”. A wharf for handling cargo and a blacksmith’s shop, to cater for the needs of the towing horses, were built adjacent to the inn.**

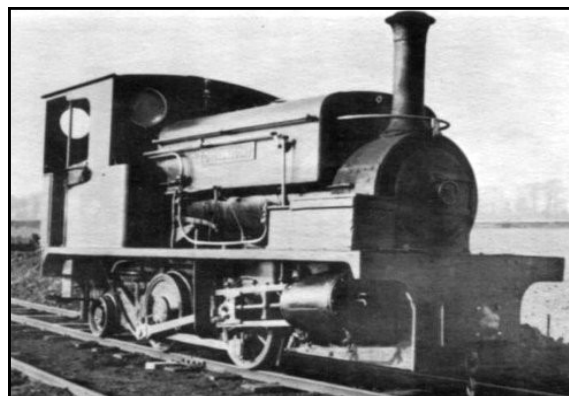
Cross over the road to the car park to complete the walk.

# IRON ORE QUARRIES

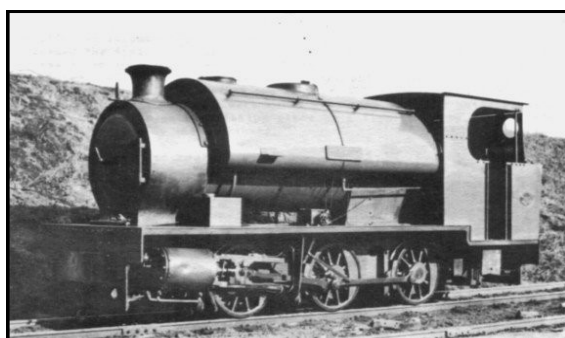
## PART II

*Having skipped an issue, Martin Day returns to continue his fascinating look at the industrial heritage of the Vale of Belvoir*

I ended the last part mentioning the locos used on the narrow gauge railways to remove the ore to nearby transshipment docks. Because the tracks were moved as the rock face was dug out it was lightweight and roughly laid so short wheelbase locos were required. The inclines into the work faces being short and steep necessitated good traction so because of the track formation 0-4-0 types were used with 0-6-0 ones for use on the 'main line' to the transshipment chutes. Because the locos had to start on an incline and the small steam cylinders drove directly to the axles a good 'head of steam' was needed. Two locos were built that looked so odd they were actually beautiful.



**MANNING WARDLE 0-4-2 "DREADNOUGHT"**



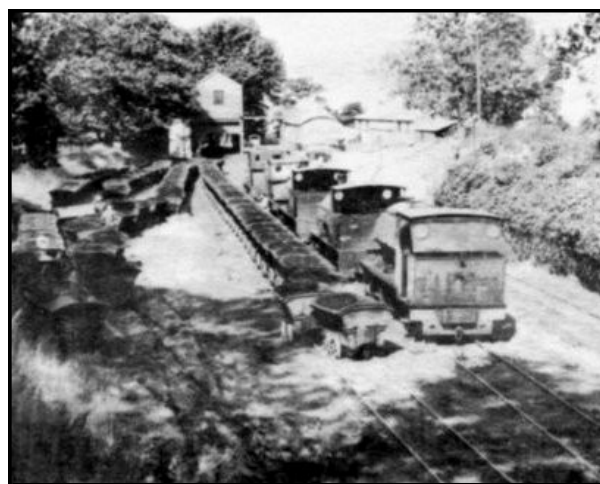
**HUNSLETT 0-6-0 SADDLE TANK "BELVOIR"**

To give a good level of torque they were geared down. The pistons instead of being connected to the cranks on the wheel axles drove an internal cog wheel connected to a gear train increasing the gear ratio so when in operation the pistons would operate quickly turning the gear shaft whilst the loco moved slowly forward. This made them very powerful but they could only reach a slow speed. Normally the

cylinders lay horizontal in the frame of locos and drive coupling rods to the rear wheels. For the geared locos the cylinders were mounted vertically alongside the smokebox with the pistons and coupling rods driving down to the crank on the shaft of the first gear sticking out through the frames. To see these two locos in operation must have been fantastic with the pistons thrashing up and down at speed and the loco just moving. A company called Sentinel manufactured standard gauge geared locos, of this type, for many years but they were always of the 'tram' type with all the works situated internally. Abroad, namely on the logging roads and the sugar plantations, they used geared locos but they

often had a three cylinder engine situated alongside the boiler driving flexible shafts along the loco and connecting via bevel gears to drive every pair of wheels situated not in the frames of the loco but in bogies. This allowed them to negotiate undulating and sharply curved track. They were called 'Shays' after the manufacturers and they were really noisy when moving because of all the bevel gears.

In the book by Eric Tonks there is a picture of one of the locos and I have researched their use on the system. Most belonged to Stanton Ironworks, who eventually owned the quarries, and as they undertook overhauls of the locos they were returned all round the system to various quarry lines. There were several types of British locos but on one system of metre gauge, French locos were used. In the book are pictures of the locos and tubs at the top of the incline down to the railway near Stathern awaiting cutting up. Next time I will describe the quarry layouts.



**A SAD SIGHT!! - DERELICT STOCK AWAITING THE END IN AUGUST 1960**

***Like walking the Grantham? - why not invest in a copy of "The Romantic Canal", a full colour guide to the canal, with cards detailing 12 circular and 6 linear walks in the canal corridor - only £6.50 from the Membership Secretary (address on p.2)***

### DISCLAIMER

The GCP/GCS may not agree with the ideas and opinions expressed in this journal but encourages their publication as a matter of interest. Nothing herein may be construed as a policy or official statement unless so stated.



# Restoration Round Up

## *Volunteer Training*

More than 40 volunteers have attended the Stage 1 training course covering basic Health & Safety requirements run by British Waterways for those society members who wish to actively support our work. Further courses are promised but no dates as yet. Stage 2 course are getting underway which concentrate on those activities in which volunteers have indicated they are most interested. These will cover the three activity areas of Towpath Wardens, Boat Management and Environmental work. If you are interested in participation the roles that each group will involve are: \_

Towpath Wardens - Wardens of an identified length of canal which will be walked by them at specific frequencies. A keen eye to spot changes and an ability to talk to other visitors.

Boat Management - Responsible for booking in visiting boats, managing the slipway, inspecting craft and the operation of the society's trip-boat when we get one.

Environmental - Keeping the bounds tidy and in good order; cutting grass and hedges; maintaining small structures e.g. stiles, fences, culvert clearance, etc

In addition there are other jobs including marketing the GCS at events and shows, liaising with local communities and administration. The latter can be a home-based role.

## *Working Parties*

A team from the society were joined by the Waterways Recovery BITM (Bit In The Middle) Team at the end of February to commence clearing the overhanging – and sometimes fallen – trees on the length of canal surrounding Bridge 16 on Stragglethorpe Lane. In only two days they made a real difference to the appearance of the canal at that point using both power and hand tools. Whenever possible cut branches were used to create habitat areas for insects and other wild-life. Larger logs disappeared to go into wood burning stoves at a later date! We hope to continue the work later in the year.



Families: £ 15.00      Adults: £10.00  
Juniors/O.A.P.'s 5.00

## **Like to help? - Join Now!**

I/ We apply for registration and membership of the *Grantham Canal Society* and agree, if accepted, to be bound by all the provisions of the Memorandum and Articles of the society.

Signature .....

Date .....

Name (Mr/Mrs/Miss/Ms).....

Address: .....

Tel No:.....

e-mail: .....

..... Post Code.....

### **Make cheques payable to Grantham Canal Society**

Please return to : Grantham Canal Membership, Pasture View, The Green, Kingston on Soar, Notts., NG11 0DA Tel 01509 673472 e-mail [angie.howard@granthamcanal.com](mailto:angie.howard@granthamcanal.com)

### **GIFT AID DECLARATION**

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FULL NAME (in capitals).....

Signature.....Date.....

# Puzzle Page

A little light entertainment to  
test your skill - and your patience!!

## New Improved!

### Prize Crossword



#### Clues Across

1. Parent has no hesitation in getting airborne (4)
6. Golf or bridge, they are all together (4)
8. Remove neckwear (5)
9. Ann gets nothing for author recognition (4)
10. Performed nine down (4)
12. Storage becomes less wise but higher (3)
13. The halberd, though fearsome, has some religious significance (3)
14. These two ladies are on their knees (7)
16. Saint Harry loses his inspiration when looking up (6)
18. Svengali manipulated his hat (6)
20. Brief English description of lowlands (3)
22. Sounds as if Mum's Mum speaks properly (7)
23. Could be a dune if I get it together (7)
24. The top table can have a choice (3)
26. Rivers, students and horses all follow it (6)
29. Sees it just in time (6)
32. His tie lent him the right somehow (7)
33. Legging it over the mountain without the heather (3)
34. Feel poorly after a spill with a viper missing (3)
35. Speed gear reaches the margin without a weapon (4)
37. Somehow won't go to the shops (4)
39. Sounds like a bug in the loft (5)
40. Sounds as though you will shortly celebrate this (4)
41. Seems like the Royal Navy's Captain Placebo has lost his place but arrived (4)

#### Clues Down

1. Eating clothes, but all the year round with a printer's measure (6)
2. Did it come before 33 across or not? (3)
3. Sounds as if the ice cream would melt (6)
4. It seems that the teal is an energetic bird (7)
5. Requires ultimate completion (6)
6. Against cheating people (3)
7. In a celebratory manner (6)
9. Marianne performs it without three measures and a direction (4)
11. Sandy has the cheek (4)
14. Sip more can be a commitment (7)
15. The reporter must clear it somehow (7)
17. Vector some limbs around (5)
19. Waves and fuses do it (5)
20. From Russia with love - and back (3)
21. Wings and squirrels have it (3)
25. Secrecy makes Eva trip (7)
26. Not quite white in my care somehow (6)
27. Felt the need to follow a rumpled rug to the orient (4)
28. Bend earlobe can have a pleasing effect (6)
29. Bunch of chickens under the left foot (6)
30. But do it to a phrase for nothing (4)
31. Does Len ski in a very smooth manner (6)
36. Does it roll only to expire (3)
38. A few ebullient ones hold the ducks swimming secret (3)

**SEND YOUR ANSWERS TO: The Editor, 33 Lugano Grove, Darfield, Barnsley, S73 9RG.**

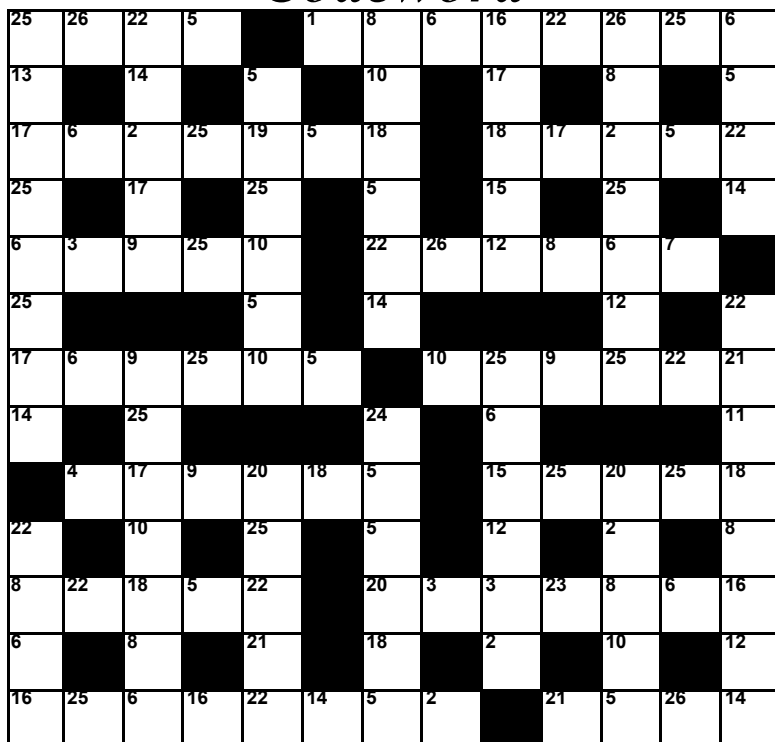
**The first correct entry drawn will get 20 (yes TWENTY!!) whole English £s - remember to include your address!**

***Last issue's winner was Jane Dyas from Harlaxton - well done!***

Each number in the CodeWord grid represents a different letter - for example if 8=X - each time 8 occurs, fill in X. Fill in the letters I've given you as a starter, then use your skill to work out the letters that go in the blank squares.

**TIP: As you get the missing letters, complete the mini-grid and cross the letters off the list - you'll keep better track!!**

## Codeword



A B C D E F G H I J K L M N O P Q R S T U V W X Y

1 2 3 4 5 6 7 8 9 10 11 12 13

14 15 16 17 18 19 20 21 22 23 24 25 26

1 2 3 4 5 6 7 8 9 10 11 12 13

14 15 16 17 18 19 20 21 22 23 24 25 26