

WORCESTER BAR

Edition No: 8
Autumn 2015



The Newsletter of the
Birmingham, Black Country
& Worcestershire Branch.





Smethwick Top Lock and the fire damaged toll house.



Birmingham, Black Country & Worcestershire Branch

IWA Meetings at Coombeswood Canal Trust, Hawne Basin, Hereward Rise,
Halesowen, West Midlands B62 8AW
Starting at **7.15 for 7.30pm.**
2015/2016

<u>Date</u>	<u>Subject</u>	<u>Speaker</u>
19.10.15	Historical Journey the Length & Breadth of the Sharpness & Gloucester Canal	Paul Barnett Maritime Historian
16.11.15	Update on our West Midlands Area	Ian Lane, Waterway Manager Canal & River Trust West Midlands
14.12.15	Christmas Meeting	
18.1.16	Slide Show about Birmingham Canal Navigation	Martin O'Keeffe
15.2.16	Inclined Planes & Lifts	Peter Brown Heritage & Planning Officer for IWA Shrewsbury & N. Wales
21.3.16	AGM	
18.4.16	Conserving Waterways Heritage	Nigel Crowe National Heritage Manager Canal & River Trust
16.5.16	T.B.A.	

Contact: Chris Osborn 01299 832 593
e-mail jcosborn@btinternet.com

Visitors are very welcome to attend any of these meetings.

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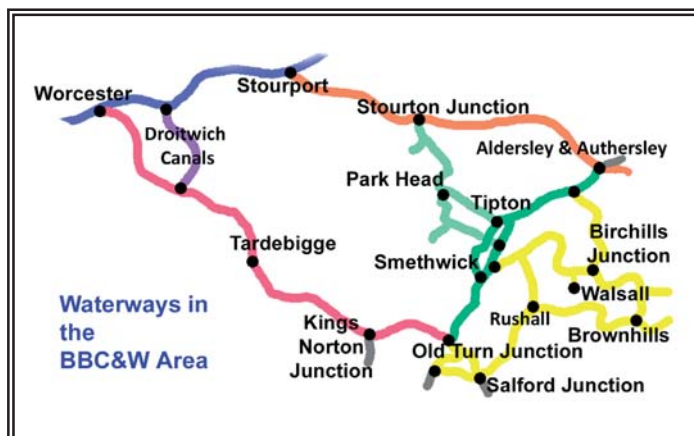
From the Helm

A welcome back – or to new friends, to Autumn activities with our Branch. Chris has produced a fine Programme of talks for our Social Meetings, and we have a number of chances to join in with practical work, and to prepare for Festivals and Fund-raising next year.

My travels on the water this year has taken me to the EA waters of the Nene and Great Ouse. Some interesting changes since I was last on the Nene – and my first time on the Ouse. The Environment Agency is clearly saving money by not clearing ANY trees – and there are HUNDREDS fallen in the river at various places, some constituting a hazard in the sense that visibility is reduced, and care is required. On Summer conditions (low and slow during this August) it's not so bad. One can imagine a more dangerous situation arising however, after rain and several boats arriving at a bend with trees more than half way across.

Another hazard is the state of vegetation maintenance – nearly all signs for navigation are obstructed or badly placed – some now completely hidden. When they contain an arrow (e.g. 'THIS WAY'), or other navigation mark (there are frequent islands in the upper river), it's only chance or time that suggests there may be groundings, wasted time, or worse if going downstream. Moorings are also at a premium – and expensive on the Nene. There is no 'towpath' for most of each of these rivers, so no casual mooring, although in the case of the Ouse the Great Ouse Boating Association has arranged a number of very useful mooring sites – for 48 hour use. More later.

Cover Picture: River Severn below Holt Lock



Enough of that – we on the CRT waterways need to maintain our good relationships with the staff, help with work parties where possible, and help in any way with our campaign for the preservation, maintenance, use and improvement of our waterways.
Best wishes, David

Recent Work Parties

Our monthly work parties have been well supported and we have worked in a number of locations along the Staffs & Worcs canal as well as in Stourport Basins.

Activities have ranged from lock gate and paddle gear painting, (including lock ladders and bridge rails), through balsam bashing and clearing vegetation. And the ever necessary litter picking.

July brought us to Falling Sands Lock, where there was plenty of Balsam Bashing to do around the lock and towards the River Stour. Plus the lock gates and gear benefited from a lick or two of paint.



In August we met at Caunsall and walked up to the moorings on the county border where we removed overgrowth from the mooring rings, cut back vegetation and overhanging branches and painted posts and fencing. A stroll up to Whittington lock and more rings were exposed.



September found us preparing and painting the four narrow locks leading from the River Severn into the basins. Our numbers enhanced by CRT volunteers and with favourable weather, we managed to complete all four locks and lost count of the numbers of boats we helped through.

Our thanks to John Foale of CRT for his assistance in supplying tools, materials and refreshments.
Bob Fox.

The Environment Agency – a worrying time for navigations

My travels this year have included several waters under the control of the EA, which operate several river navigations including the Thames, Nene, Great Ouse and Ancholme as well as some coastal waters and small streams which formerly carried freight in small barges.

A topic under discussion at present is the proposal to incorporate EA navigations into the now established CRT. Progress has been delayed by several factors, and several times – and those trying to draw this to a conclusion are frustrated by both political and financial influences, as much as by the varying support or opposition in different parts of the Country.

In my opinion, it is a great shame that the amalgamation of the two government navigation authorities could not have taken place at the time of the setting up of CRT – we now have the EA staff (and erstwhile supporters) having to be 'taken over' by the Trust – a loss of status, possibly jobs, certainly seniority, and still subject to a far lower settlement or 'dowry' from government when it actually takes place. If only it could have been done together – the best of both institutions could have been incorporated – differences acknowledged or even overcome, and we would all have benefitted by a new overall look at funding, licensing, resources, environment, development, freight, etc. After all, the technology and commercial acumen exist (albeit in small quantities – though there's a lot of expertise

overseas), so we can only hope that a true balance of water management will eventually develop in this country.



My observations on the Great Ouse was of a very beautiful river, once maintained quite well, and certainly with navigation structures which work for the leisure boating, and is compatible with angling and conservation issues which the EA is charged with monitoring. However, hundreds of trees lie fallen – with no apparent programme for their removal or even stabilization, and also all the other undergrowth is unchecked, obscuring many signs (some of safety concern) which will eventually result in hazards to bridges and other structures, and members of the public, not to mention the odd boater and angler.

Both the Nene and the Ouse (and the Middle Level) are devoid of 'towpaths' – and where there is a path are more properly called 'riverside paths' – as there is no



possibility of towing on these waters, nor it seems, ever was, at least throughout. Access and moorings

are therefore issues which are of continuous concern. To this end, the Great Ouse Boating Association have made great strides in obtaining access and agreements for many 'moorings' for use by members – with the welcome possibility of visiting boaters being able to join for the purpose of using them. Well done to them – come along Nene residents – do something similar there please! Many land owners charge any boat which ties up to their field – however much like an 'open space' it might appear. EA do provide some 'visitor moorings', but they are few and far between – and as for services – water and sanitation points are also sadly lacking, although there are some.

A worrying trend by the EA, is on the smaller rivers which might be inaccessible to the larger craft, but either small craft (canoes, punts, skiffs etc) or small cruisers could or do navigate – are being surreptitiously 'restored' – meaning that the water level is being lowered to favour 'fast water fish' and their spawning. This use of the term is seen as in direct opposition to it's use by the navigation movement – where restoration generally means control of water levels and depths – usually to achieve a previously navigable status.

It is perhaps understandable, as the EA is charged with improving the environment, and one measure of the state of rivers is the 'invertebrate count' – but also, grants are available from the EU for doing just this. They seem to do things that they can get some money for

The examples that have come to light so far include the River Ivel, in Bedfordshire, and the Abbey River, a backwater of the Thames in Surrey. Weirs

are being altered, without much consultation, or one might say, without consideration for effects on heritage, safety or flood (or even low flow). In the case of the Abbey R., we canoed down at the time EA contractors were filling up two sections with gravel. We just about scraped through! These are to simulate 'riffles' – ostensibly to encourage spawning of trout, etc. on sections of river that have clearly not had such spawning since

medieval times! Canoe Britain is very concerned, because the channels of consultation through EA Navigation personnel were not consulted, and we (i.e. IWA Nav. Com) have supported them in reprimanding EA on this work. The Ivel is next – but as you all know the EA works in mysterious ways (i.e. one area or department is ignorant of the next), and all the work of making representation has to be done again.

Perhaps the worrying thing regarding the progress of 'combining' the river authorities, is that while the delays continue, a 'back-

log' of maintenance is building up (remember Fraenkel, 1975, anyone?). I'm sure that staff, in their despondency, if only over reduced funding, are taking advantage of the future 'take-over' – it won't be their worry for much longer.

No, lets hope it won't – but as a result, a much larger 'dowry' should be sought to bring EA waters up to the standard of the CRT..... This is of course somewhat different to what we were usually campaigning for with BW!

So, if you ever meet your MP – PLEASE try to mention EA – get the navigations sorted out!

David W Struckett, Navigation Committee, IWA.

“the water level is being lowered to favour 'fast water fish' and their spawning. This use of the term is seen as in direct opposition to it's use by the navigation movement”

Dredging Survey

So this is how it's done! Two men, a rowing boat with outboard and a bit of rope! The two men involved in this survey were seen by Dave Pearson working towards the BBC&W Branch area measuring and recording the depths to prepare for the forthcoming dredging programme.
DP



Planning Matters

There have been a number of developments to proposals in the branch area during the summer.

In Walsall, application 14/1462/FL was resubmitted for the Garage on Woodwards Road, to create a new build 23 unit residential redevelopment of former garage site comprising twelve houses and eleven apartments. Adjacent to Walsall canal, the scheme is much improved on a previous application especially with regards to the canal side landscaping.

Dudley MBC have received applications in respect of, (P15/1289), demolition and clearance of site between Birmingham New Road and Sedgley Road West, Coseley/Tipton and (P14/1798) and outline PP for 1050 homes between Birmingham New Road and Sedgley Road West, Coseley/Tipton, adjoining the Wolverhampton level, to the west of Tipton Green.

Another application, (P15/0708), for 61 homes on site at Brettell Lane, bordering the Stourbridge Canal has yet to be decided.

Also in Dudley, developers of the Boat Gauging Station, (pictured), previously subject to an application for conversion to residential accommodation as part of a larger development, has had a condition removed, enabling the Boat Gauging Station to be excluded from the development. However, the developers

are required within three years, to come up with a proposal for the building to be brought back into use.

In Stourbridge, on the site of the former Stuart Crystal Works the construction of a mix of 48 houses and apartments is well under way, with evidence of the canal being incorporated into the development.

The new viasitor centre at Dudley Canal Trust, adjacent to the Black Country Living Museum is almost complete. The swing bridge has been commissioned and was in use during my recent stay.



Work Parties & Other Events

As always, there are plenty of activities to get involved in, whether for an hour or two or longer. Any and all help will be very welcome. In respect of our Branch Work Parties, each one will be notified by email, to include meeting place and likely activities.

2nd Wed. of each month southern end of S&W;
(IWA BBC&W Branch, DWS, 01299 878461)

2nd Thursday of each month near Netherton
From Dunns Bridge at Windmill End, using a boat, nets & rakes, and litter picking.
(CRT, Terry Hodgetts, 07810 630376)

2nd w/e of each month (usually), Tardebigge Limekilns
(IWA WB&DCS Branch, Bill Lambert 02476 726924)

More Forthcoming Events

Our Branch programme is listed on page three.

Worcester Birmingham & Droitwich Canals Society

Tuesday 6th October 2015

CRT Update by trustee John Dodwell.

Venue: Alvechurch Boat Centre B48 7SQ

Time: 19:45

Contact: Denis Pike - 07870 939121

Avon Navigation Trust

Saturday 17th October Evesham Rowing Club Junior Head Evesham, from Evesham Rugby Club up to Rowing Club

Staffs & Worcs Canal Society

Monday October 12th. Brian Draper will present another of his interesting and entertaining Local River talks.

Monday November 9th. A presentation by Glyn & Rosemary Phillips.

BCNS Bonfire Rally

Friday 30th October 2015 - Sunday 1st November 2015
At the Engine Arm Junction, above Smethwick locks.
Smethwick Enterprise Centre, Rolfe Street, Smethwick B66 2AR.

Real ale, fireworks, live music and a barbeque - a good weekend out.

Everyone welcome, - boaters, local residents and everyone else who would like to see a cracking good firework display. The Society AGM will be on the Friday evening, with food available (fish, sausage or veggie burger and chips) (booking on on the entry form).

Venue: Smethwick Top Lock / Engine Arm

Contact: Dave Dent – 020 8691 9190, Email: dentdave@hotmail.com

Stourbridge Navigation Trust

17 – 18 October - Open Weekend Rally of Boats.
Display of Vehicles. Children's Rides. Large Craft Fair.

Worcester Birmingham & Droitwich Canals Society meeting

Tuesday 03 November 2015

The BCN in the 80's - Martin O'Keeffe

Venue: Alvechurch Boat Centre B48 7SQ

Time: 19:45

Contact: Denis Pike - 07870 939121

BCNS

Thursday 05 November 2015

Industry and Canals in the Stourbridge Area

Ned Williams is a well known local historian with expertise in the Stourport area.

He has produced many books about the Brierley Hill and the Black Country. This evening he will look at the town from a canal-based perspective.

Venue: Titford Pump House

Time: 19:30

Contact: Charley Johnston -

Email: mail@feloniousmongoose.com

Avon Navigation Trust

Saturday 28th November Evesham Rowing Club Senior Head Evesham, from Chadbury up to Rowing Club

Saturday 16 April 2016 - Sunday 17 April 2016

Annual BCN Cleanup

The big annual BCN Cleanup, with the BCN Society working alongside [Coombeswood Canal Trust](#), [Dudley Canal Trust](#), the Canal & River Trust and the [IWA \(Birmingham, Black Country and Worcester branch Waterways Recovery Group.\)](#)

Come along under the auspices of any of the groups. If you want accommodation and food provided, book through the [Waterways Recovery Group website](#). If you are staying with them, accommodation is available from the night of 17th, at the malt house stables, Tipton. The cleanup location is not sorted yet - will be published as soon as decided.

Contact: Chris Morgan - Email: cbmorgan@sky.com

Winter Stoppages

2015-16

CRT has proposed the following stoppages. As always, the dates and durations may be subject to change.

Worcester & Birmingham Canal

Lock 2, Diglis, Gate replacement works, 02-11-2015 to 13-11-2015

Lock 4 to 6, Masonry repairs to the lock chambers, 02-11-2015 to 18-12-2015

Lock 8, Bilford, Gate replacement works, 16-11-2015 to 27-11-2015

Lock 10, Tolladine, Gate replacement works, 30-11-2015 to 18-12-2015

Locks 23 to 26, Brickwork repairs in lock chambers, 04-01-2016 to 11-03-2016

Lock 21, Gate and Lock ladder replacement, 05-01-2016 to 18-01-2016

Lock 23, Gate replacement works, 19-01-2016 to 15-02-2016

Lock 41, Gate replacement works, 23-01-2016 to 11-03-2016

Lock 32, Gate replacement works, 08-02-2016 to 19-02-2016

Staffordshire & Worcestershire Canal

Calf Heath Aqueduct, Principal Inspection inc. leak investigation, 02-11-2015 to 21-11-2015

Lock 36, Otherton Lock, gate leakage, and masonry repairs, 02-11-2015 to 18-12-2015

Lock 15, Rocky Lock, Top gate leakage repairs, 09-11-2015 to 15-11-2015

Lock 6, Kidderminster Lock, Gate replacement works, 04-01-2016 to 12-02-2016

Izon Turnover bridge, Wednesbury Old Canal, bridge deck replacement, repairs and repainting, 04-01-2016 to 11-03-2016

Lock 9, Debdale Lock, Gate replacement works, 15-02-2016 to 11-03-2016

Birmingham & Fazeley Canal

Farmers Bridge Lock 11, Gate replacement works, 04-01-2016 to 19-02-2016

Minworth Lock, Lock Ladder replacement, 04-01-2016 to 11-03-2016

Lock 5, Curdworth, Gate replacement programme, 22-02-2016 to 11-03-2016

Rotton Park, **Birmingham New Main Line**, dewatering to allow the reconstruction of a failed waterway wall. *Alt. route via Icknield Port Loop*, 02-11-2015 to 18-12-2015

Lock 1, Parkhead Top Lock, **Dudley No 1 Canal**, Gate replacement works, 09-11-2015 to 18-12-2015

Lock 2, Saltley, **Birmingham & Warwick Junction Canal**, Gate replacement works, 09-11-2015 to 18-12-

2015

Lock 1, Top Lock, Wolverhampton, **Old Main Line**, Gate replacement works, 09-11-2015 to 11-12-2015
Locks 4, Camp Hill, **Grand Union Canal**, Lock 55 & Lock 5, Lock 56, gate & chamber masonry repairs, 04-01-2016 to 11-03-2016

Lock 1, Perry Barr Top Lock, **Tame Valley Canal**, Gate replacement works, 04-01-2016 to 05-02-2016

Locks 6 & 7, **Stourbridge Canal**, gate leak & cill repairs, 08-02-2016 to 11-03-2016

Stourport Locks Bridge

Readers will doubtless recall the fatal accident in 2011 when a young lad attempted to ride his cycle across the old iron bridge between locks one and two. A verdict of accidental death was recorded.

As a result of Health & Safety Executive investigations following this tragic accident, 26 other lock crossings with similar risks were identified across the network. Work to install appropriate handrails at these locks was complete by 2012. Where some of the locks were listed or scheduled temporary handrails using scaffolding poles were installed until consent was granted. At Stourport Narrow Lock No. 1 this scaffolding is still in place.

The Visitor Risk Assessment for Stourport Basins was reviewed, finding that the lock side walkway along Stourport Narrow Lock No.1 is one of the few drops that is not fenced.

The Canal & River Trust has applied to Wyre Forest District Council for planning permission, (ref. 15/0469/LIST), to add a rail along this section, using 50 x 12.5mm 'half round' steel handrails to match those at other sites, welded to T-shaped balusters on tapered steel beam with raised 'shoulders' and curved springers to maintain maximum headroom at centre. The steel handrail will extend down the steps to the lock chamber with steel mid-rail to provide a goomm high handrail.

It seems somewhat perverse that of the 27 bridge modifications required, 26 (accident free), sites were modified by CRT within 12 months of the incident but because of multi-agency involvement, it has taken over four years to reach a point at the site of the accident where planning permission is being sought. Bob Fox.

Winter Stoppages

In the BBC&W Branch Area
2015-16

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Locks 6 & 7, **Stourbridge Canal**, gate leak & cill repairs, 08-02-2016 to 11-03-2016

Paddle Pawl Stop Update

Readers may recall that in edition 4, it was reported that in October 2013, whilst Tony Philips was cruising the Stourbridge and Staffs & Worcs Canals, he noticed that on many locks he had to hold the ratchet catch clear of the cogwheel in order to wind the paddle down. On closer examination he

saw that the pawl (ratchet catch restraining bar) had been moved to a "12 O'clock" position, thus preventing the catch to remain clear of the cogwheel when dropping the paddle. As a result, both hands now have to be engaged in two separate operations at the same time – holding the pawl clear of the ratchet-wheel and dropping the paddle. He wrote to Dean Davies, the then Midlands Waterway Manager at CRT, explaining the dangers of having only one hand on the windlass when winding a paddle down, particularly for inexperienced boaters.

Little more was heard from CRT on this matter until the middle of this year when comments were requested in response to proposals to trial a number of pawl designs, including modification to the

pawl stops to prevent the completely moved away the paddle is being wound

In July, IWA responded to that Canal & River Trust has of paddle pawl stops on lock proposals to add stops to on lock gates, principally on safety where a crew needs CRT has stopped rolling out into account the views of from it around 100 boaters Advisory Group. The Trust IWA and NAG on any future insight from experienced

Canal & River Trust has reversed the introduction of paddle pawl stops on lock gear

positioning of paddle pawls being able to be from the paddle gear whilst down.

this proposal and is pleased reversed the introduction gear. IWA objected to the the winding mechanism the basis of the danger to to drop paddles quickly. changes to pawls, taking IWA, along with those and CRT's Navigation will work together with proposals to gain valuable boaters.

In June, Canal & River Trust requested boater feedback on the issue of the risk of injury to boaters from uncontrolled windlasses caused by paddles dropping quickly. The Trust had accepted proposals to add stops to prevent this happening.

IWA presented concerns that the new stops may interfere with the ability to drop paddles quickly if a boat becomes hung-up in a lock. In addition, the Association commented that the design, which requires the pawl stop to be held up by one hand, could create difficulties where paddles are stiff and require both hands to operate.

CRT will conduct trials and information gathering across the network towards the end of 2015 to evaluate the forces required to operate paddles. In the meantime, the Trust will continue to replace worn or faulty spindles.

Crossword

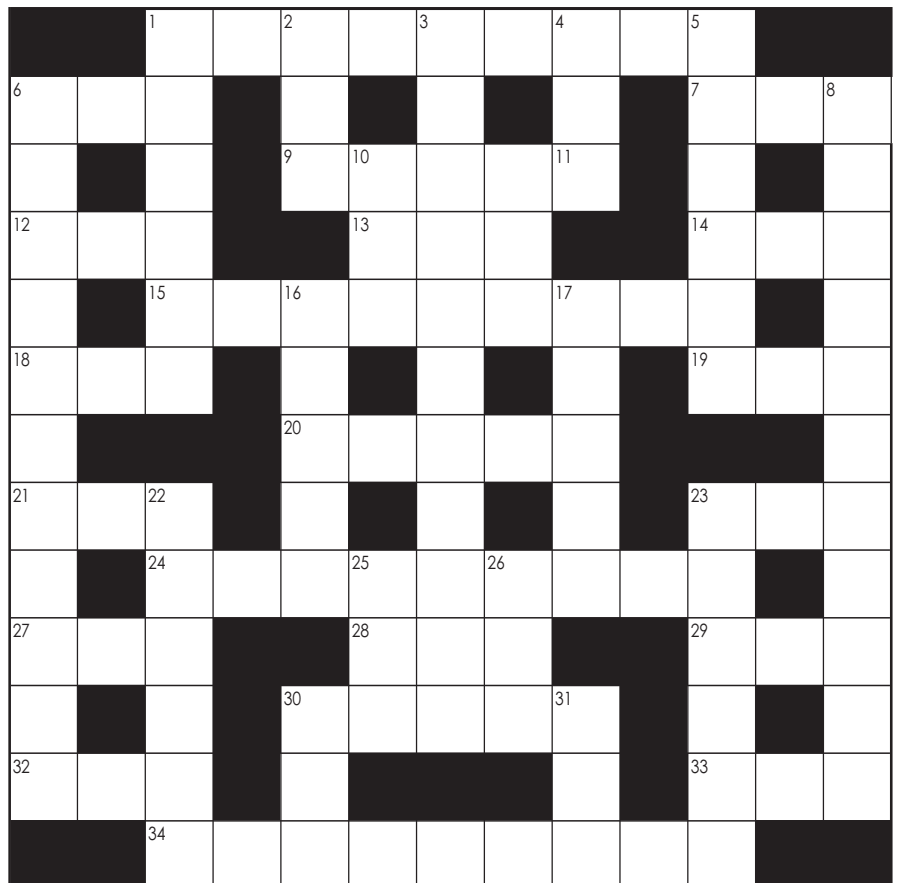
Compiled by John Butler

Across

- 1 The terminus of the original Peak Forest main line, now supplanted by Whaley Bridge.
- 6 Her as a subject – perhaps the subject of a book by Rider Haggard.
- 7 The Princess Royal has not finished, but still sounds the same.
- 9 Ammunition for an out-of-date weapon.
- 12 This abbreviation needs two articles from France to become a fully-fledged instrument.
- 13 News with adverts? (1.1.1.)
- 14 Neither's usual partner?
- 15 When strong drink is in charge?
- 18 Just what you need if you're prone to dropping bricks.
- 19 The Princess Royal again, initially. (1.1.1.)
- 20 Drink not started, but feeling sexy.
- 21 A cap for the Mafia?
- 23 One of the Stones?
- 24 Look the other way in the Army? (5,4)
- 27 Spasm caused by endless noise from a clock.
- 28 An unaccompanied performance loses nothing in the Spanish sunshine.
- 29 An early leaver from the sinking ship?
- 30 The main ingredient of a snakebite?
- 32 Lion loses nothing and after the confusion there's nothing left.
- 33 Lion loses a pound and ends up positively charged.
- 34 Oliver loses the lead but is given some water in this northern port.

Down

- 1 Decapitate.
- 2 One-time Portuguese colony not quite reaching the target.
- 3 An unusual name for actresses, thanks to their mothers and Noel Coward.
- 4 Noise cutting across the columns.
- 5 Ha! Lunch without a starter, but plenty of meat in the hindquarters.
- 6 You could end up here if you 24A on the way to 8D.
- 8 Not a National, but a festival this year all the same.
- 10 Orion loses its extremities in Brazil.
- 11 Not quite the asking price. (1.1.1.)
- 16 Pants in the hold?
- 17 Clapton's girl to allay confusion.
- 22 Lauren makes an announcement for British Airways.
- 23 Three-quarters of a germ leads to three-quarters of a boil and results in a rodent.
- 25 Utilise America and the East.
- 26 Briefly Miss Nightingale, shortly to be Mrs Capp.
- 30 Survive? Less sure but Ms Westwood will still be there.
- 31 Leader of the Cultural Revolution.



Committee Vacancy

Long standing committee member John Taplin has resigned from the committee due to work and family commitments. John's engineering experience has been of great help in dealing with many of the issues, local and national, confronting IWA over the years and responding to consultations. He has also monitored planning applications in Worcestershire, I take this opportunity to thank John for his long service and the contribution he has made to the BBC&W Branch work and the support he has given me as Chairman.

We would welcome any member of the Branch who would like to fill the vacancy.

DS

New Members

Mr M Monk	Halesowen
Mrs B M Holland	Halesowen
Mr A Gilmour	Droitwich
Mr M Pearson	Halesowen

Welcome to the IWA Birmingham Black Country & Worcester Branch. We look forward to meeting you at our social evenings or on our working parties. If you would like to help please contact any committee member to discuss.

Bob Fox
Editor

Unwanted Canal Books & Maps?

If you have any publications relating to our canals which are in reasonable or better condition and you no longer want, would you kindly donate them to us so that they may be used for branch fund-raising activities. All offerings welcome.

Crossword Solution



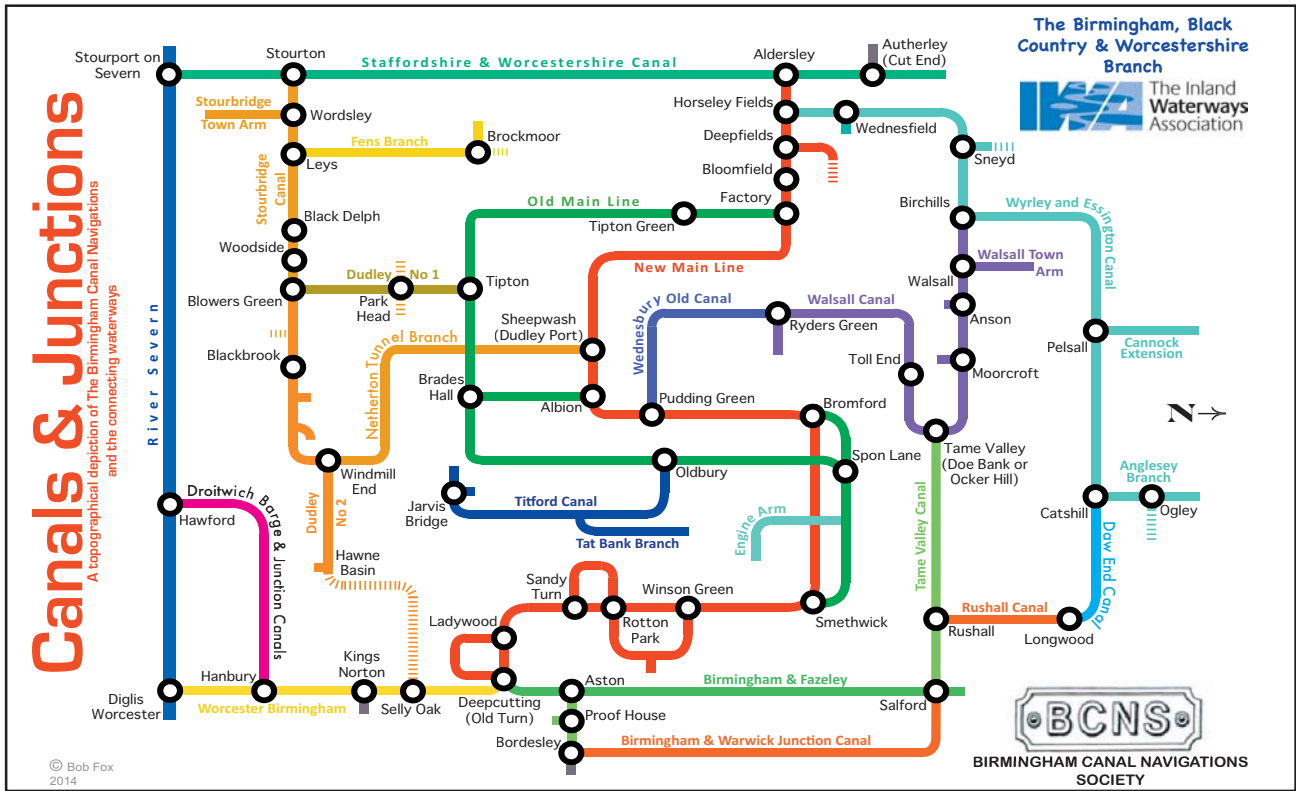
**Adjoining IWA Branches
And other Organisations**

Details of activities in adjoining Branches and organisations are available below.

Warwickshire - Info.warwickshire@waterways.org.uk
 Lichfield - lichfield@waterways.org.uk
 Gloucestershire & Herefordshire - martin.turner@waterways.org.uk
 Shrewsbury & North Wales Branch - alan.wilding@waterways.org.uk

Other Organisations

Avon Navigation Trust - office@avonnavigationtrust.org
 Canal & River Trust, West Midlands - enquiries.westmidlands@canalrivertrust.org.uk
 Droitwich Waterways (Pamela May) Trust - alan.davey@r-pad.org
 Lapal Canal Trust - membership@lapal.org
 Staffs & Worcs CS - <http://www.swcanalsociety.co.uk/>
 Worcester, Birmingham & Droitwich CS - <http://wbdcs.org.uk/>



Size A4, encapsulated in plastic, for use as table mats or wall decorations. Available from committee members.

BBC&W Branch Officers & Committee:

Chair: David Struckett

dstruckett@aol.com
07976 746225

Michael Payne Vice Chairman
Planning Officer (Birmingham)

michael@payne.name.
07791 297896

Secretary: Position vacant

Treasurer: Chris Neal

cptjneal@yahoo.co.uk
07758 845211

Members:

Freddie Cooke

Planning Officer (Walsall, Wolverhampton & South Staffs)

freddiecooke@googlemail.com
07711 392442

Dave Pearson

Membership Secretary

dave@daveapearson.com
07527 197842

Bob Fox

Planning Officer (Sandwell & Dudley),
Newsletter Editor

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07855 817318

Chris Osborn

Meetings organiser

jcosborn@btinternet.com
07715 349745

Jo Smith

Claire Bird

COPY DEADLINE FOR NEXT EDITION OF WORCESTER BAR - 30TH DECEMBER 2015

PLEASE SUBMIT ITEMS FOR INCLUSION VIA E-MAIL AS PLAIN TEXT OR IN .DOC FORMAT.

PHOTOGRAPHS IN ANY FORMAT BUT A MINIMUM SIZE OF 1MB

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