

# Mile Post



The Magazine of the  
West Riding Branch

# Contents

	Page.
Chairman's Comment.	3.
The DEFRA Cuts Campaign.	4.
The Cuts Campaign - What You Can Do	6
The Westminster Hall Waterways Debate	8
Early Day Motions	11
Realising a Youthful Ambition.	12
Branch AGM	18
Regional AGM	19
Events	20
Congratulations	21
A Warm Welcome	22
Committee Members.	23
Social Events Calendar.	24

## **IWA Headquarters**

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NOTE: The views expressed in this publication are not necessarily those of The Inland Waterways Association or of The West Riding Branch. They are, however, published as being of interest to our members and readers.

Cover Picture - Skipton DEFRA Campaign

## Chairman's Comments

A Happy New Year to all branch members and to anyone reading our branch magazine.

Thanks to everyone who supported the DEFRA cuts campaign at Skipton in November. An impressive number of signatures were collected on the petition.

Keep yourselves up to date with the latest information about the campaign (and how you can help) by checking the IWA website or the Save Our Waterways website. If you don't have computer access find a helpful friend or relative who has.

Further reports about the cuts are on pages 4 -11 of the magazine.

Thanks to all who contributed to and have supported the branch meetings before Christmas. We aim to have a variety of speakers to cover a wide range of waterway related topics to broaden our waterway knowledge and cater for the different interests people have within the waterways. It is not an easy job finding speakers, if you can recommend one please contact a committee member.

During my time as chairman I have very much appreciated the support of the committee and all the hard work they do, also the time and support given by several branch members to branch activities.

We are all volunteer members of the branch, many with full time jobs, trying to do our bit to support the waterways we enjoy. We welcome any positive contribution from any branch members.

2006 was a busy year for attending festivals. Can we make 2007 the same?

At the time of writing we plan to attend the festival at Skipton (if it goes ahead over the May Day BH weekend) and the National (August BH) Hopefully there will be more! Come along and support the branch publicity/sales stand and help promote the waterways.

Chris Pinder

## **The DEFRA Cuts Campaign**

British Waterways receives a significant part of its funding as grant-in-aid from the Department for Environment Food and Rural Affairs (DEFRA).

For the financial year April 2006 to March 2007, BW was originally advised that it should plan to receive £62.6 million grant-in-aid from DEFRA. However in March 2006 this was cut by 5% (approximately £3.1 million). And in summer 2006 it was cut by a further 7.5% (£4.5 million) and BW was told that there was the possibility of a yet further cut of 2.5% (£1.5 million) to be applied in the autumn. In the event, after strong protests by IWA and others, this final cut was not made.

Thus BW's grant was cut by £7.6 million, from £62.5 to £55 million.

Late in the afternoon of 22nd December DEFRA announced its budget allocations of funding for 2007 - 2008 for its sponsored bodies and executive agencies, which includes British Waterways. The figure for BW is £57.55 million, which includes £2.048m for the repayment of a loan from the National Loans Fund (for upgrade of the Sheffield & South Yorkshire Navigation during the 1980's).

Thus the net figure for comparison is £55.5 million, which is similar to 2006 - 2007, after the cuts in funding were made. This shows that the cuts this year were not a one off event.

As you will be aware there is a national campaign against the DEFRA cuts. However we simply do not have the manpower to organize any events or get the story into the local media and so have concentrated on contacting the MPs in our branch area and encouraging IWA members and other people to write to their local MPs.

Therefore we have been very pleased that other organizations have organized protest events in our area. On Sunday 25<sup>th</sup> November the Association of Waterways Cruising Clubs (AWCC), Craven Cruising Club and Airedale Boat Club organized an event in Skipton. The branch com-

mittee went along to help collect signatures for the petition to parliament.

There will be last push protest events across the country over the weekend of the 3rd and 4th of March 2007. The organisers will welcome your involvement.

For event details see the waterways press, the IWA's website [www.waterways.org.uk](http://www.waterways.org.uk) or the Save Our Waterways website [www.saveourwaterways.org.uk](http://www.saveourwaterways.org.uk) or phone Alan Hodgekinson of the AWCC on 01302 852572.



*In Skipton during the DEFRA Cuts campaign weekend in November.*

# **CUTS Campaign - What You Can Do.**

The IWA has a CUTS Campaign co-ordination team who are producing regular briefing notes which can be downloaded from the IWA website.

The last briefing note in mid December gave some advice on writing to MPs to target the Treasury to deliver joined-up thinking on waterways funding.

## **What Individual Members can do:**

- Write again to your MP.
- Thank them for their contribution to the campaign to date, if they have done so.
  - Ask them to write to John Healey, Financial Secretary to the Treasury in the run up to the Comprehensive Spending Review, and urge him to:
    1. Recognise the improvements and investments that have been made in recent years by both BW and EA and the wide ranging cross-Government benefits created.
    2. Restore the cuts in funding from this year's budget using the Strategic Reserve.
    3. Review the way waterways are funded. IWA also request due consideration is given to the cost of having multiple navigation authorities, and the segregated manner in which DEFRA oversees EA waterways.
    4. Resolve to ensure the certainty of long term funding of the waterways currently managed by BW and by EA.
- Illustrate the existing and potential benefits of waterways in your MP's constituency. Describe the risk these are at and potential loss if not fully realised. Ask for assurance that government funding will be forthcoming to ensure these benefits will not be lost.

Relate your constituency illustrations to some of the cross-Department benefits of inland waterways at national level, including:

- 2,000 mile long linear nationwide park with 300 million visitors each year
- More than 2,700 historic listed building and structures
- A focus for rural and urban communities alike, with waterway-related partnerships forging many strong community links
- A local arena for sport and healthy living in a green environment
- Wide accessibility, providing ‘access for all’ in many areas and facilitating participation by those with special needs in many group and independent activities
- BW directly engaged in £6 billion worth of regeneration projects
- Waterways attract and facilitate further development, regeneration and investment
- Provision directly of work within the marine and tourism industries and the sustaining of employment in the waterways’ hinterland
- Untapped potential for freight carriage building on initiatives to date

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## The Westminster Hall Waterways Debate

Parliament has some quirky traditions, of which Early Day Motions are one and Westminster Hall is another. And of course, motions put down for debate on an 'Early Day', are never actually debated – they are more of a straw poll of members on an issue.

The Parliamentary campaign on the DEFRA cuts began with lots of letters to MPs. On 17 October Charlotte Atkins tabled an Early Day Motion which was signed by 163 members, which is about a third of all those who by convention sign these – Government and Opposition front benchers and spokesmen do not sign them. This interest, which extends across all parties, will have helped Sir Peter Soulsby secure the Westminster Hall debate.

Westminster Hall, as part of the modernising of parliament, is used instead of Adjournment debates on the floor of the House - where a Member could speak for fifteen minutes on, usually, a constituency issue, and a Minister replied on behalf of the Government: these were often held late at night with only these two Members and a Deputy Speaker present. The Westminster Hall debates have the same status as those on the floor of the House, they are held in parallel with other sittings, all Members may attend, and they are reported in Hansard in the usual way. There is no vote.

Sir Peter's first date was scuppered by an earlier-than-expected termination of the 2005-6 parliamentary session: the day set aside for ping-pong with the Lords wasn't needed. Applying again, the debate was granted on Wednesday 13th December, which happened to coincide with the Chancellor's pre-budget statement: a day when parliamentary attendance was likely to be high.

Westminster Hall is set out more like a Committee Room than the Chamber, and was quite full as the debate started. In the ninety minutes available about 22 Members contributed, nobody making comments critical of BW or the waterways, and with hardly any party point-scoring.

There had been significant briefing of MPs, and all these were mentioned:

**Waterways:** Ashby Canal, Birmingham and Fazeley Canal, Caldon Canal, Edinburgh and Glasgow Union, Kennet and Avon Canal, River Lee, Leeds and Liverpool Canal, Llangollen Canal, Montgomery Canal, Peak Forest Canal, Ribble Link, Rochdale Canal, River Severn, Shropshire Union Canal, Stratford-on-Avon Canal, Stroudwater Canal, Uttoxeter Canal, River Weaver, Wilts and Berks Canal, Worcester and Birmingham Canal.

**Waterway Locations:** Ashton-under-Lyme, Birmingham, Droylsden, Failsworth, Gloucester, Manchester, Stoke Bruerne, Leeds, Leek.

**Structures:** Anderton Boat Lift, Brindley Place, Delph flight, Ellesmere Port, Falkirk Wheel, Foxton locks and the inclined plane, the Mailbox, National Waterways Museum, Netherton Tunnel, Pontcysyllte Aqueduct, Prescott Locks and the 2012 Olympics, Stourbridge flight, Wast Hill Tunnel.

**Waterways Campaign:** January event passing Parliament by water.

There were a number of useful points made during the debate, particularly:

**Leverage.** BW waterway funding is a lever to get funding from the private sector, from Europe, from the Heritage Fund, from local authorities, etc. These other bodies need to be convinced of the Government's commitment to waterways before they commit their funds: the cuts undermine that confidence.

**Benefits across government.** Although BW is funded through DEFRA, it contributes to the work done for DCMS (Culture Media and Sport), DTI (Trade and Industry), DCLG (Communities and Local Government), and the DTP (Transport). There needs to be a cross-government response rather than BW suffering for the DEFRA ills.

There were also the familiar statistics of the extent of the cuts, the continuing backlog of maintenance, the 300 million annual visits from all types of users, the 200 miles of linear park, the 180 jobs to be lost, the 29,000 boat owners.

I particularly enjoyed **Bill Wiggin** (MP for Leominster): "The Under-Secretary has also claimed 'As a matter of good financial management,

DEFRA keeps its budgets and spending under regular review and challenge, and adjusts them as new pressures and demands arise.' I am sure that hon. Members will disagree with him; good financial management does not involve cutting millions from budgets at short notice and creating difficult financial challenges for others to respond to. That is challenging, yes, perhaps testing, but hardly good financial management."

For the Government, Ben Bradshaw, deputising for Waterways Minister Barry Gardiner, kept closely to the brief that Waterways funding had increased since 1997, and that Government Departments had to live within their means. He answered the cross-department point saying that a different sponsoring department would just have different competing priorities: this was effectively countered by an intervention to clarify the point "British Waterways is an asset that has huge cross-Department benefits and that there ought to be a cross-Department solution"

The debate is not an end in itself – DEFRA and the Treasury will see the cross-party consensus and the wide geographical spread of MPs taking an interest. The next step was a Question from Sir Peter to the Prime Minister on 13th December mentioning regeneration and cuts. Tony Blair replied "I must confess that I was not fully aware of all the changes in British Waterways and canals—but I am now... The British Waterways Board has done a superb job, and as a result, the situation has been turned around from the position a decade ago. However, it, like everyone else, has to live within the means that we set ourselves..." Hopefully he hated saying he wasn't aware of the cuts and will point the Prime Ministerial boot in the appropriate location for not briefing him properly for that question.

Then at DEFRA Questions the next day, Barry Gardiner answered another Oral question and some supplementaries. No new information emerged, But  
Every little bit helps. ..

By Peter Scott.

## **Early Day Motions – Keep MPs Signing to Support the Campaign**

Not all the MPs in our branch area have yet signed the waterway Early Day Motions (EDMs), which are MPs “petitions” that demonstrate to the government that there is an issue that needs to be addressed. Please can you write to your MP urging them to sign EDM 90 if they haven’t and thanking them if they have.

### **If you only do one thing in this campaign, write to your MP.**

If you can you should include examples of how the cuts could affect your MP’s local waterways. Writing to your MP to express your concerns about the DEFRA cuts will be much more effective than just signing a petition.

The most important Early Day Motion, which we would like as many MPs as possible to sign is EDM 90 on Inland Waterways, which calls upon the Government to reinstate immediately the cuts imposed upon British Waterways and to ensure long-term funding is guaranteed, to enable continued investment and restoration of the waterways. This has cross party support and in December had the highest number of signatures of any EDM in this Parliamentary session. It replaces EDM 2757 in the last Parliamentary session, which ended in November.

There are a number of other waterway EDMs, listed below.

EDM 235 is on Environment Agency Funding.

EDM 459 is on the Funding of Northern Waterways.

EDM 50 is again about Inland Waterways and BW but has been put down by Conservative MPs.

If you have access to the internet, you can monitor who has signed via website: <http://edmi.parliament.uk/EDMi/Default.aspx>

You can also write to your MP electronically via [www.writetothem.com](http://www.writetothem.com)

This is likely to be the only opportunity we have to talk to all our branch members during this campaign. We urge you to write to your MP and show them that people are concerned about this issue. If an MP only receives one letter about this they may not take much interest but if they receive several, they are more likely to pay attention.

Ian Moore

# The 'Mon and Brec' Canal.



## **Realising A Youthful Ambition**

My first memory concerning canals dates from the late 1940s when my father hired a rowing boat in the village of Gilwern on the Mon and Brec. Visits to the area continued spasmodically over the years but it was not until 2003 that the ambition to travel the whole of the canal was realised.

The canal commonly referred to as the Mon and Brec is actually the fusion of two canals the Monmouthshire Canal Company and the Brecknock and Abergavenny. The former linked to the dock at Newport to Pontnewynydd in the eastern valley with an arm to Crumlin in the western valley. Above these two places the topography dictated that tram roads be built to bring the coal and iron down from the production points higher up these valleys.

Work on the Brecon canal was started in 1796, however it was not completed until 1812, when it linked with Monmouthshire. The canal is of course divorced from the canal network and owes its continued existence to the sale of water for industrial use after the cessation of commercial traffic in 1933.

Following a campaign by the I.W.A. the B.W.B commenced restoration in 1968.

There are a number of hire companies on the canal and after deliberation we decided on Castle Boats (Gilwern). Consequently on Sunday 8<sup>th</sup> of June we drove from Yorkshire to South Wales. Castle Boats occupy some of the original canal buildings close to the village. 'Y Fenni,' our boat's name (Abergavenny being the Anglicised form), had been fitted out by the company to a high standard, complete with all mod cons including shower.

My research prior to the trip indicated there were problems with a lack of depth at the southern end so in answer to my query could we get to Cwmbran the reply was, "Well you can try but 'Y Fenni' is a bit big for that," of which more anon.

The upper reaches of the canal are within the Brecon Beacons National Park and most hirers at least keep to that section. We instead set off southwards. It by now being late afternoon meant that we only traveled a few miles, mooring in sight of Abergavenny nestling in the hollow of the surrounding hills, the views of which could be well appreciated during our evening walk on the lower slope of the Bloreng – the other side of which lies Blaenafon from whence much of the iron products carried by the canal originated.

Monday morning saw us on our way shortly after 8.15 (this was to be our normal starting time throughout the week) passing various wharfs. One used by the Govilon Boat Club established c 1960, i.e. well before full restoration of the canal. Alexander Cordell's historical novel 'Rape of the Fair Country' features this part of the canal and gives a good idea of the life and times at the height of its prosperity.

The two canals meet end on at Pontymoile near Pontypool. The mileages to Brecon are measured from the 0 mile post at this junction. The Monmouth Canal originally turned towards Pontypool but is totally obliterated by later developments. Indeed the final section was converted to a railway in 1853.

Southwards from here we were on the Monmouth Canal in a typical South Wales industrial valley, with its rows of terraced housing. Within 1 ½ miles we reached Sebastopol, which as its names suggests was first established at the time of the Crimean War, and passed under Crown bridge rebuilt from its culverted state by the local authority in 1994. As feared within a half mile we ran aground. I did manage to get ashore without getting wet and had to haul 'Y Fenni' stern first back to a winding hole, - a long quarter mile!

Mooring here we walked the remaining mile of 'navigable' canal, which includes the 87 yard Cwmbran Tunnel, to the top of the Cwmbran five locks – a winding hole is provided for those with

smaller boats. These locks are cascaded and it is possible to walk to Newport and along the Crumlin Arm – much of both being ‘in water’. The Crumlin Arm includes an impressive flight of fourteen locks to end some three miles short of its old terminus. Again the upper section lost under later developments. That night we spent moored outside a well know local hostelry, The Open Hearth (as in early iron works – a scene depicted on the inn’s sign) enjoying an excellent meal with good beer before doing so. They keep a visitors book at the bar which they like all visiting boaters to sign.

The following morning we were off to Brecon some 35 miles away and within a few miles we were back into a rural setting with wide views opening out over the Vale of Usk to the hill beyond. Along this section we encountered a B.W. dredging team which it was impossible to pass without assistance – they managed it by giving us a push with the dredger’s bucket! During that afternoon we saw smoke coming from the engine compartment. To stop seemed the best course of action and then contact the hire company who arrived within an hour or so. As luck would have it we were some distance from any road. The problem identified and temporary repairs made we were able to continue until stopping for the night near the 10  $\frac{3}{4}$  mile point. The weather so far had been kind as it was to remain, only an odd shower during the day time, with any heavy rain occurring at night. The days being generally sunny and warm and so it was to remain. Thus we had another enjoyable walk that evening.

By now it Wednesday and stopping only at Govilon for water we reached Gilwern (14  $\frac{3}{4}$  miles) for repairs to be undertaken. These took longer than anticipated, but it did give us a chance to replenish supplies from the village shops. We were underway again by 13.30. Above Gilwern the valley of the Usk narrows and the hills turn into mountains. However it was not until Llangynidr that the first lock (23 miles) of the holiday was reached – this is number 64 (unlike mileages locks and bridges are numbered from Newport). There are a total of five here raising the canal by 50ft. That a 26 mile lock free pound could be engineered in such terrain indicates

the skill of the original canal engineers. There are however considerable engineering features crossing streams coming down from the hills, which are heading to the river in the valley bottom. We spent the night between locks 65 and 66 (at 23 ½ miles).

Thursday – en route passing through the canal's only tunnel – Ashford (375 yards) in which we spotted a kingfisher's nest near the south portal. Talybont (26 ½ Miles) is one of the largest villages encountered and is where a busy minor road is controlled by an electrically operated lifting bridge. This bridge restored in 1970 allowed craft to travel the length of the canal. Above Talybont the valley again opens out with farm land on both sides of the canal but with good views of the Brecon Beacons. One lifting bridge – Pencilli Court Farm (28 ¾ Miles) is operated by windlass but other field to field bridges were, fortunately, in the raised position making transit easier. The final lock is at Brynich (31 ¼ miles) from where it is a short distance to Brecon (33 ½ miles). Unfortunately some of this is alongside the busy A40. The basin at Brecon is modern with all facilities and near the town centre, but we were the only occupant. With time only for a quick visit to a local supermarket we were on our way back south within the hour – we were meeting friends at Brynich Lock at 18.00. This had been arranged a few days before and our enforced delay at Gilwern was the reason for the quick turn around. The canal is fed from the Usk at Brecon and with the Mid-Wales rainfall being rather high it is never short of water. Brecon is of course worth a longer visit. We arrived only a few minutes late at Brynich and enjoyed a good meal in the near by village of Llanfrynach. (The road journey from near Newport had taken our friends only an hour or so).

Friday the 13<sup>th</sup> – We could now slow down with only 16 miles to cover in two days and my ambition to cover the whole canal had been realised. At Brynich the canal crosses the River Usk on a large stone aqueduct and before leaving we walked down to examine this from below. The day again being warm and sunny we stopped in Talybont and walked for some miles on to the Beacons following the Bryn-oe tramway which brought iron north to the canal from Trefil above Tredegar. Some of the stone blocks which

carried the rails are still in situ. This valley also carried one of the four railways which reached Brecon – all being closed in 1962. Strangely no railway was built via the Usk valley, the easiest approach in engineering terms.

Towards evening we moved south to moor south of Ashford Tunnel.

Saturday – our last full day we leisurely traveled through the Llangynidr locks to moor about a mile short of Gilwern – and time for cleaning and packing. Having been advised it was Gilwern carnival weekend we walked into the village and admired the large number of boats lined up, most being dressed overall with a number illuminated.

Sunday the 15<sup>th</sup> – The earliest start as we had to hand over ‘Y Fenni ‘ by 09.00. The car was packed and we were on our way north to York by 09.30, but being loath to finish the holiday too soon we drove in glorious weather via Mid-Wales and the Marches not reaching home until 23.00.

This is a canal that can be thoroughly recommended to all. The countryside, particularly if the weather is as kind as we experienced, is glorious.

In short, after waiting so long to realise a childhood ambition, I was not disappointed – but was it really three years ago.

By Stuart Irwin.

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# **Branch Annual General Meeting**

The Annual General Meeting of the West Riding Branch of the Inland Waterways Association will take place on **Friday, 9th March 2007, commencing at 8.00pm**, in the Social Club on the top floor of Centenary House, North Street Leeds.

Nominations in writing for the Branch Committee must reach the Secretary, Mr Ian Moore, 2 Eric Street, Leeds, LS13 1ET not later than first post **Tuesday, 6th March 2007**. New members are urgently needed to strengthen the committee.

## **A G E N D A**

1. Apologies for absence.
2. Approval of minutes of the previous AGM.
3. Matters arising from the minutes.
4. Chairman's Report.
5. Secretary's Report.
6. Treasurer's Report.
7. Adoption of accounts.
8. Any business notified under by-law 40.\*
9. Statement of committee size.
10. Election of committee.

\* Byelaw 40 says that any member of the branch may propose business to appear on the agenda of an AGM of their branch, provided that notice of such business is delivered in writing to the secretary of the branch a minimum of 21 days before the meeting.

After the AGM it has been the practice in the past for members to present a slide show. These occasions are usually most enjoyable. If you have any slides you would like to bring, please do, so that we can all enjoy them.

## **Regional Annual General Meeting**

The Annual General Meeting of the North East Region of the Inland Waterways Association will take place on **Monday, 23rd April 2007** The venue is Saint Olave's Church Hall, Off Mary Gate, York. Doors will be opened at 7.30pm. Parking is available at Mary Gate pay and display car park. Light refreshments will be served at the meeting.

Nominations in writing for the Regional Committee must reach the Secretary, Mr David Swabey, 18 Skottowe Drive, Great Ayton, Middlesborough, TS21 3EG by the first post on **Monday, 9th April 2007**. All nominations must be signed by the proposer and seconder and contain the consent of the nominee.

New members are always welcome.

### **A G E N D A**

1. Apologies for absence.
2. Minutes of last AGM held on 3rd April 2006
3. Matters arising.
4. Chairman's Report.
5. Secretary's Report.
6. Treasurer's Report & presentation of Accounts.
7. Adoption of Accounts.
8. Statement of committee size.
9. Election of committee members.

## EVENTS

This listing only covers events that we were aware of when it was compiled. If further information is required on the events below please contact the following people:-

For Leeds & Liverpool Canal Society walks contact Mike Hustler on 01282 816476. Website <http://townsleyb.members.beeb.net/llds/>

The Barnsley, Dearne & Dove Canals Trust hold open meetings at the Market Hotel, Wentworth Road, Elsecar near Barnsley. Website [www.bddct.org.uk](http://www.bddct.org.uk) or contact June Backhouse on 01226 743383.

Monday 5th February. Barnsley, Dearne & Dove Canals Trust open meeting. Talk by Illustrated talk by Mike Taylor about "*The Yorkshire Ring*". 7.45pm for 8.00pm Market Hotel, Wentworth Road, Elsecar.

Thursday 8th March. Barnsley, Dearne & Dove Canals Trust open meeting. Talk by John Goodchild "*The Barnsley Canals, why were they built?*", illustrated with originals maps & documents.. 7.45pm for 8.00pm Market Hotel, Wentworth Road, Elsecar.

Saturday 3rd and Sunday 4th of March 2007. DEFRA Cuts Protest Events. There will be last push protest events across the country over this weekend. There will probably be one at Skipton. For details see the waterways press, the internet or phone Alan Hodgekinson on 01302 852572.

Saturday 24th March. Leeds & Liverpool Canal Society. Canal Recording Event Meet at 13:30 at Office Lock, Leeds to record heritage details of the canal basin area prior to redevelopment.

## **Congratulations.**

We would like to extend our congratulations to Barry White-lock who has been awarded an MBE in the New Year's Honours List, for services to Inland Waterways in the North.

Barry began working for British Waterways in 1978. It was always his ambition to be lock-keeper of the Bingley Five Rise Staircase. He realised that ambition and has now been responsible for Bingley Five Rise Locks and the nearby Three Rise flight for more than twenty years. Many of you who have traveled along the Leeds and Liverpool Canal will have had Barry's help in negotiating these locks, which can be quite daunting to boaters because of their number and size.

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## **Can You Help?**

### **Programme of Events 2007/8**

If anyone has any ideas, contacts or suggestions for future talks please let us know.

Alastair and Katy Sayles  
32 Pymont Drive  
Woodlesford  
Tel:0113 393 4517  
[kandal@btinternet.com](mailto:kandal@btinternet.com)

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## 'A Warm Welcome!'

The West Riding Branch extends a warm welcome to these members who have joined us since the last Mile Post. We hope to meet you at some of our social meetings.

Mr Clayton	Halifax
Mr Dove	Huddersfield
Mr Leach	Harrogate
Mr Pollard	Wetherby
Mr Whiting	Huddersfield
Mr Woods	Otley
Mr Brayshaw	Shipley
Mr & Mrs Hoggarth	Huddersfield
Mr & Mrs Jones	Wakefield
Mr Mitchell	Harrogate
Miss Young	Skipton
Ms Butterworth	Bradford
Mr Stevens	Dewsbury

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### The Mile Post.

Is there anyone out there who could help the branch by writing something for inclusion in the Milepost. Have you been on an interesting boating trip? Tell us about it. Is there something waterways related you feel strongly about? Write us a letter about it. Any amusing stories? Tell us all! E-mail us at [boblaing@blueyonder.co.uk](mailto:boblaing@blueyonder.co.uk), hand it to one of us, or post it to any committee member before the beginning of May. We look forward to hearing from you.

**We would like to give a big thank-you to all the people who have already sent us articles for inclusion in the Mile Post. You have made our job much easier and our magazine more interesting.**

## **Committee Members 2006 / 2007**

## **Programme of Events for 2006 - 2007.**

**All meetings take place at 8.00pm on the second Friday of the month, in the top floor Social Club, Centenary House, North Street, Leeds, LS2 8AY.**

- 12th January 07            -        Talk About Mikron Theatre.  
Peter Toon
- 9th February 07           -        Fire Safety Afloat.  
Gordon Wright of the West  
Yorkshire Fire Service
- 9th March 07             -        AGM
- 13th April 07             -        A Russian Voyage - Tom Barkley

**All the meetings organised by the West Riding Branch are open and everyone is invited. Any member of the general public is allowed to attend and members are invited to bring friends.**

**The Inland Waterways Association campaigns for the Conservation, Use, Maintenance, Restoration and Development of the Inland Waterways, which are part of our heritage, and are there for the benefit of everyone.**

**For further information please contact 01274-581413**