Mile Post

Happy New Year

The Magazine of the West Riding Branch

January 2008
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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.

**Front cover.**  
The Branch meeting in December. All meetings take place on the top floor Social Club, Centenary House, North Street, Leeds, which has recently been refurbished.
Chairman’s Comments

BW and its Strategic Issues

“My email didn’t get a reply”. Long discussion of email address format. This was the first response at the May User Group meeting to BW’s call to concentrate on strategic issues. Hopefully, they suggested, the hundred people attending could deal directly with BW on day-to-day problems without involving everyone else. But not, of course, until we had properly debated how many @-signs we could have in that email address.

That meeting never did progress to strategy, but we did slightly better at the next gathering in October. It’s worth reflecting on whether the events of the summer and recent dealings with BW give some strategic issues for 2008; here are a handful, starting with the national ones.

Keeping the waterways navigable

BW is a navigation authority: its primary purpose is navigation, and there ought to be a presumption of its waterways being navigable and remaining navigable: that means keeping them open for navigation and not closing them.

What then are the internal BW pressures in favour of spending its resources on keeping navigations open? Managers will always be making choices of how best to use diminishing resources. Are there internal performance measures which compare ‘canal openness’ achieved this year with last? Is there indeed any measurement whatever on whether canals are open or closed? Or any data collected to monitor this?

A number of events this summer suggest that it isn’t working properly.
• **Standedge Tunnel**
For 2006, the tunnel and locks on either side were closed for four days each week with maximum consecutive weekly two-day closures. For 2007 and 2008, the tunnel and locks are closed for five days each week with each consecutive closure doubled to four days.

This all makes through navigation of the Huddersfield Narrow much more difficult, and achievement of the regeneration benefits of the restoration that much more distant.

• **Sheffield and South Yorkshire Canal**
After the floods this was closed for six weeks. It was personally painful to have our boat stranded between two closed locks for five of these six weeks and especially painful to find that we could have moved four weeks before we did.

• **Rochdale Canal**
Boats have too often been prevented from crossing the summit for lack of water, but there is no specific closure notice issued, and boats only find they cannot make the journey when they arrive on the Canal

**Know The Customers**
Another navigation question: how many boats are using the waterways, what trips are they undertaking, and what are the pressures and flexibilities of their crews on their journeys?

In May, before the floods, there was concern that the water available for the Leeds and Liverpool would be insufficient for the season and there would have to be restrictions. A ‘Water Resources’ meeting debated the issues and the question was raised: what are we trying to achieve with these restrictions. Is it

• **Sharing and Conservation**: the same amount of boating but using fewer resources. For example more sharing of locks, less running of water through lock flights without boats
- **Displacement**: the same amount of boating but at different times or different places. For example concentration of the same number of boat movements into the middle of the day, encouraging trips earlier in the year rather than later, encouraging boaters to use different waterways that have more water
- **Prevention**: Reducing the amount of boating by closures or other restrictions

Overnight lock closures have some effect in all these categories, and affect different types of users in different ways. **Hirers and hire companies** have (mostly) fixed starting points and a fixed-length trip. **Boaters with jobs** will have more flexibility but maybe still fixed holiday times and **retired boaters** will have another different profile of restrictions. The categories can be drawn in many ways, but decision making with information about customers is better than without.

**Mugging the Boater**
The proposed three-year 30% licence fee increase has already been described this way in an IWA press release. Licence fees are a small proportion of BW revenue, and boaters are a small proportion of all canal users; BW particularly want boaters to be seen to be making an increasing contribution at a time that, at best, the Government contribution will be fixed in cash terms, thus requiring BW to absorb inflation with increased efficiency and revenue from elsewhere.

During his consultation meeting in Leeds, Robin Evans, BW Chief Executive, said there was no comparator for licence fees; it is wholly a **judgement** by BW on how to meet its overall revenue profile; but there was nothing on moving to a more logical basis for waterway funding. For example how taxpayers through the Government grant might pay for the benefit of the **existence** of canals with the overall environment, the heritage aspect, and the maintenance costs caused by the not-charged visitors, while boaters contribute directly to the extra wear-and-tear that boating uses up. Maybe IWA needs to change its
preference for a single annual licence fee to a usage-related one to assist this process.

Safety and the Strong Stream Warning system
Boating on the river navigations of Yorkshire is normally at its safest in summer, and seeing any of the safety indicators at amber or red is unusual. Except in 2007. So the question is: how are the safety flows calibrated and for whom? And how well do they work?

The safety indications are based on river heights and in green-amber-red bands: the safety of the river mostly depends on how fast it is flowing: height and flow are related but for what type of boat and what speed of flow are the signs designed? And how accurately are the height indicators fixed, and what of those locations where a very small height difference at the indicator board shows a great difference in flow at the narrow bend a mile downstream? Why do we have reaches with red at one end and green the other?

What of the lock cuts with flood gates, rather than flood locks, which when closed need to show that non-negotiable closure at the lock above? And where there are both warning boards and three-aspect traffic lights that can be set to continuous red, what’s the system and the meaning of a red light? And if there is a system of rules, maybe the downloadable guide from Waterscape should say what it is.

The telephone service
There is a difference between answering a telephone and providing a service. On our 1970s student canal trips, it was difficult enough to find a public payphone, and even if it was answered there was no chance of a quick response from anywhere: so we became accustomed to making the ratchet engage the gears to get the paddle up rather than summoning BW to an immediate repair.
So it feels wimpish to be phoning Freefone Canals to seek assistance to the six boats waiting for the button-controlled lock which refuses to do anything. Then a surprise that the operator doesn’t have the lock’s name, read directly from the BW sign, on their database. Maybe BW assume that the telephone on the lockkeeper’s hut always works. The Freefone service is outsourced, so will hardly ever be answered by anyone with knowledge of canals, or with any expertise on classifying urgency of response. BW advice is to give the operator any location in the same BW region, then discuss with the BW person who rings back.

From experience, similar problems occur when ringing BW offices directly; if they have maps to hand, it’s difficult to know what is being done with them. Business Services at Fears Wharf, when answering calls about the June floods, had no information more than that the canals were closed.

The strategic issue is whether, when almost every boat has a mobile phone, speaking with the customers is a core part of what BW does; in that case the call needs to be taken by someone who can answer the problem or transfer it at the time to someone who can.

By Peter Scott

Chairman

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Replacement of the Lock Gates at 3 Rise Locks, Bingley

One of this winter’s major stoppages on the canal system in the West Yorkshire area has involved the replacement of the lock gates at the Bingley 3 Rise Lock flight. This is a one in 25 to 30 year event and work started in early November and it is due to be completed before the end of the year.

I recently had the opportunity to visit inside the safety barriers and in fact go down into the locks chambers. The visit was arranged by Darren, a Team Leader on the project. Over the recent weeks, I have watched from outside of the barrier as the work had progressed. The most dramatic element of this was the use of a crane, located in the Damart car park. On two weekends it was used to remove the old and lift in the new gates of the lower lock. The jib on the crane exceeded the height of the Damart chimney and was visible from many parts of Bingley. This is a technology not available when the first locks gates were installed in the 1770’s and it makes you wonder how they managed to do it.

Having donned high visibility jackets and hard hats we entered the site at the top lock. Work was in progress to install the two top gates. These gates are relatively small at about 2 meters tall and a small crane was in use on the side of the canal to carry out this work. The lower gates of the top lock were replaced in 1991 so are not to be replaced on this occasion. One of the most impressive sights is looking down through the 3 locks with all the gates open when you can get a sense of the full height of the flight. I was told the middle lock has the greatest depth of any lock on the Leeds and Liverpool Canal and the lower gates are some 6 meters (20 feet) high.

The replacement gates had been manufactured at British Waterways workshops at Stanley Ferry and are made of green oak and they weighed in at some 5.5 tons. You get the full appreciation of this when you walk down the scaffolding tower into the base of the lock, not a place to go if you are claustrophobic.
The bases of both the middle and upper locks are now stone but the lower lock still has the original wood base which was used as the original foundation. When the lock was emptied for this work to be done it was the first time in some 30 years and it was found that the floor of the lock nearest to the upper gate had been badly damaged. In fact all the top boards, which run longitudinally along the lock, had been destroyed and the cross supporting beams undermined by maybe half a metre. It is thought that the turbulence caused by the water filling the lock, together with debris in the base of the lock, has caused the damage. This unexpected work will add a week to the closure and cost £12,000.

The locks are now a listed structure so as part of this work the gate beams and paddles are being replaced to what is believed to be the original design.

As an Engineer and someone with an interest in canals this was a visit not to be missed.

I was allowed to take pictures during the visit and I hope to share them with you in a presentation at the AGM in March.

By William Jowitt.
Rochdale Experience Part Two

After a very challenging first day on the Rochdale, seven miles and twenty-one locks, we woke up the next day to a severe weather warning. We all, shipper, mate, Robin and Angela from NB Hireathlyn, decided to have a rest day. Robin and Angela took our dog Penny for a long walk. We just couched and visited the weed hatch once more. I walked along the tow path and surprise surprise came across very good moorings on recently renovated Irk Aqueduct. This is where the Rochdale Canal breached the previous year and has been repaired at great cost.

The next day we were up and away early, eager to face further challenges of the Rochdale. Walked up to Slattocks Locks, 58 to 54, plenty of water, clearer initially as far as the top lock, and the feeling of actually climbing into the Pennine hills. We had lunch at top lock, and set off again hoping to reach Littleborough for elsan facilities. There was an interesting concrete culvert going under the M62 where we chatted to young mums and toddlers, watching the motorway traffic going rushing by. We cruised on towards the outskirts of Rochdale, long lock free stretches, but the canal getting dirtier and shallower.

We had difficulty filling lock 51 – Blue Pits, possibly due to water escaping under the sill. We tried for about an hour then had to call on the boys in blue again. They had a very inventive of solving the problem. The top gate was gently pushed open by their big truck to allow enough water in so that we could open the gates and continue our journey. What would we do without them? We continued to Moss Locks, the canal now very shallow, hitting the bottom regularly, and lots of rubbish. We needed to visit the weed hatch at every lock. The natives were very friendly, youngsters assisted us around Clegg Lift Bridge. I think they were all pleased that we were using their canal.

As we approached Littleborough, a very busy suburb town, but surrounded by glorious countryside with distant views, the canal
became much easier to navigate. We needed to top up water and empty elsan, so we went off side after lock 47. Night was drawing in and we still had to negotiate one more lock before mooring for the night. It was quite dark, we had to use headlights through the lock, but were soon moored up snugly in a small side basin. We had dinner with Robin and Angela, plus wine, after which we slept very soundly. 18 locks in 7 ½ miles.

I went into Littleborough the next morning for supplies. There was a very good butcher and bakers. We set off at about 11.30am with only nine locks to the summit. Some of them were quite stiff at times. We only hit the bottom once. The scenery was absolutely stunning, surely the Rochdale Canal is unrivalled throughout the waterways for fantastic views. We arrived at lock 36 where we met the Rochdale Canal Society, who asked us to join them on the summit pound at their regatta on Sunday.

We reluctantly had to say goodbye to Angela, who was heading back to Manchester and work. We had been very good lock partners for the last four days.

The next day, Sunday, was warm and sunny. We attended the canal society show, a small gathering well supported by local people. We bought maps and memorabilia, chatted to locals and had a very enjoyable afternoon. We invited Robin for Sunday lunch and enjoyed roast lamb from the local butchers.

We were under way at 8.30am next morning and chatted to the lock keeper who opened the lock for us. I missed Angela, now having to work the locks single handed. And many were quite stiff. But again the surrounding hills and spectacular views compensated for the hard work.

Robin left just above Todmorden - demands of work again. He moored above lock 25, leaving NB Hireathlyn for a few days. We said our goodbyes, promising to meet up in Bugsworth Basin on the Peak Forest Canal in June 2007.
We carried on down the canal, the weather deteriorating but no problem with water supply. There was too much, pouring over lock gates and flooding the tow path at times. The guillotine lock at Todmorden held us up for about 30 minutes, just no movement. We phoned our friends at BW but then had one more attempt with the key and the gate went up! We cancelled the call out and set off again.

There were few boats on the canal, none going our way, just a few hire boats from Sowerby Bridge. Paddles were very stiff and awkward at times. Eventually we moored up outside Stubbings Wharf Pub on the 24 hour moorings just before lock 11, finished for the day. We had travelled only 5 miles but through 14 locks.

The last day on the Rochdale the weather was warm and sunny. Hebden Bridge was just as I remembered with lots of small shops, cafés and benches to sit on. We noticed lots of moorings in the town centre but still not many boats on the move. We set off on the last lap, only 4 locks to do, good cruising down to Sowerby Bridge. The weather was still very good. We felt some pride in having actually cruised the Rochdale from Manchester to Tuel Lane Lock. Despite the trials and tribulations of the first two days, it is a magnificent canal that must be kept open at all costs. Previous canal enthusiasts have worked so hard to maintain a jewel of a canal traversing the Pennine hills.

We arrived at Tuel Lock at 3pm and spoke to the lock keeper who took us through the deepest lock on the canal. At 19 ft 8 inches it is immense, giving us a feeling of the great engineering that has gone into the Rochdale Canal to enable navigation. We then cruised under the tunnel, through a further two locks then down on to the Calder and Hebble – another story to tell one day.

PS If you remember we promised to meet up with Robin and Angela in 2007. Well we did get a text from Robin this year, but it was an invite to their wedding in Manchester on the 2nd of June
2007. We were very pleased to accept, and had a brilliant day celebrating the occasion on the SS Lowry down the Manchester Ship Canal with fine food, wine and company.

By Barry and Pat Mumby

The Rochdale Canal at Hebden Bridge
Dreamweavers

Dreamweavers is the programme title for all work delivered by the Marine Division of Bradford Motor Education Project (BMEP). BMEP is a registered charity which is entering its 21st anniversary of working with disadvantaged and disaffected young people. We offer a range of programmes designed to engage through an interest / skill centred on motor vehicles with the intention of re-integrating them back into mainstream provision. We operate a number of bases at a community level throughout Bradford.

So “how do boats fit in” – the easy answer is they have an engine but more importantly we feel that the canal corridor of the Leeds – Liverpool canal is an under exploited resource. We use the navigation of a canal barge along the waterways as a vehicle to support the personal development of young people. It is an environment which is often alien to them but can introduce them to new skills, both personal and social. We have only been operating the boats for 3 years but we have many examples of the value of our work. These include one of our trainees not having sufficient confidence to speak in class and therefore under achieving. He developed sufficient confidence to represent the project at an international conference and gave a 10 minute presentation to over 150 European delegates in Naples. He progressed to become the youngest person to qualify for a Certificate in Community Boat Management. (Endorsed by the Marine Coastguard Agency and British Waterways and accredited by the Open College University)

We are now an accredited training centre for the National Community Boats Association and able to provide boat handling instruction.

Our interest in developing the canal corridor has developed into partnership work with Yorkshire Wildlife Trust and Bradford Council (Rights of Way) through Neighbourhood Renewal Funding. Whilst the funding has expired the partnership has extended to include British Waterways, Environment Agency and Airedale Partnership. This partnership is
seeking to develop a Stewardship role for the Airedale Waterways co-ordinated through Dreamweavers. This will include clean up events at determined focal points seeking to expand our current work of improving access between the canal and the Airedale Rivers.

Further information
Dreamweavers
0845 241 5497
Trevor Roberts
0780 372 6371

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Hirst Wood Lock
Letter to the Editors

The editors recently received this e-mail in response to the article ‘Owners and Hirers’ in the September issue of the Mile Post.

Following on from your item about hirers and owners.

We have hired boats and owned a share in a narrowboat for a few years, our experience dating back 11 years. My husband and I have just returned from a leisurely 2 week cruise on the Leeds and Liverpool Canal into Leeds and back to Silsden.

Upon returning to Silsden, we went past the boat yard and moored at the visitor moorings before walking back to the boatyard to get instructions for returning the boat. We moored up past 2 owned boats; the nearest point to the boat yard.

When we returned to the boat, as a courtesy we informed the owners that we intended to gently reverse our boat past theirs and pull the boat into the boatyard.

The men on board decided we were not to be trusted with a narrowboat in reverse and told us we had to wind our boat where it was. We pointed out that there was not enough space to wind and so they stepped on board and took hold of our stern rope without permission and told us to start turning our boat.

After being told to leave our ropes alone, they went back to their own boat to stand and watch us as we carried on up the canal and found a place to wind in peace (since they refused to allow us to pass them). By the time we returned, they had gone to the pub, no doubt to discuss how inexperienced we were.

On the up side, the lock keeper at the Bingley 3 Rise told me that he was very impressed with my handling of the boat in the locks.
without ropes as I followed his instructions and kept the boat still.

We have not been on the water for 3 years, but unfortunately, attitudes take longer than that to change. We cannot afford a boat, but we love the waterways. It is a shame the minority have to spoil it for the rest of us, and this has been my experience each time on the water. I suppose it is a part of life anywhere, but perhaps we should all remember that each boat whether owned or hired helps to keep the system going when the boat is being used. So we should all be grateful that so many of us are interested in keeping the waterways alive.

Janet Reed

Husband's P.S.: And at least a 2 week hirer gets 90 - 100 hours cruising experience per trip. Plenty of owners seem to get 3 or 4 afternoons per year, and never do a lock from one year to the next.

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Janet Reed, jan@s-and-j.co.uk

The Leeds and Liverpool Canal at Silsden.
Branch Annual General Meeting

The Annual General Meeting of the West Riding Branch of the Inland Waterways Association will take place on **Friday, 14th March 2008, 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, 11th March 2008.** New members are 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.
5. Secretary’s Report.
7. Any business notified to the Chairman *
8. Election of committee.

* Note any member of the branch may propose business to appear on the agenda of an AGM of their branch, provided that the branch chairman is notified in writing of the item at least six weeks prior to the AGM. Any business not on the agenda for an AGM may, at the discretion of the chairman of the meeting, be discussed at the AGM but no decisions may be made.

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.
The Annual General Meeting of the North East Region of the Inland Waterways Association will take place on Tuesday, 22nd April 2008. 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 Tuesday, 8th April 2008. 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 23rd April 2007
3. Matters arising from the minutes.
5. Secretary’s Report.
7. Election of committee members.
Know Our Waterways – part 2

“Light fading and getting a bit rough - moored to a buoy for an uncomfortable night”: He was single-handing his cruiser from the Broads to the Canals via the North Sea and it was one of those brief lock-filling conversations that leave the listener wanting more. So on our way back I wound the paddles up with “We went eight feet up over the towpath and the narrowboat on the other bank sank” and wound down with “They repeated my morning broadcast before saying Tony Blair was going to the palace to resign”. But no space here to repeat page 93 of the September Waterways World – see (1).

It was not what we expected with the ‘Know Our Waterways’ article in the May Milepost. My idea was to invite fellow readers to join us on Copperkins II for a day, to get to know better our West Riding waterways on our route to Sheffield via Leeds and back via Rochdale.

Five permanent crew set off from Acton Bridge on the Trent & Mersey on Friday 15 June; our first guest Andy joined us for the afternoon including Barton Swing Aqueduct, over which he had never previously boated. On Tuesday we reached West Riding waters - top of Greenberfield Locks - where we met Tony, as well as winding the paddles for that man-and-buoy who were heading west. Very fine chunky canal hereabouts, with good views and fine weather. Nearing Skipton, Tony left us to catch a bus home: maybe my recommendation of the Traveline website had been useful? But no: Tony drives buses on the route and has the mobile numbers of fellow drivers, so was confident of not waiting long at the lay-by, while we continued to the Springs Branch, an unmissable and dramatic cutting under the walls of Skipton Castle; it fully justifies the half-mile in reverse to the junction.

Malcolm joined us for Wednesday’s journey through all the swing-bridges to Shipley. Bridge 183 at Hamblethorpe has a new memorial, unveiled last April, to the Polish crew of a Wellington
bomber killed on a training mission in World War II (2). There is a sign at Saltaire with the ‘Canallink’ logo – an initiative co-funded by the European Union Community Initiative Programme Interreg IIIB North Sea Region, which has helped the Bradford Canal project. Before attending the World Canal Conference I hadn’t realised that we had a North Sea Region to be in; but with a “cross-border” EU funding initiative, the UK needs more borders to take full advantage: so this programme takes the region east of the Pennines and makes links with canals across the ‘border’ in Sweden, Norway (despite not being in the EU) Denmark etc. (4)

On the wet Thursday both Malcolm and Ray were aboard for the trip down to Leeds. Newlay three-rise had two narrowboats already in the bottom chamber, and the BW lockkeeper was happy to let us juggle our way past one another inside the flight, between the top two locks: this is always fun. An ascending boat, having deferred to the lockkeeper letting us in, took exception to pushing across to let their partner come forward to complete the manoeuvre; it would confuse their dogs who were on the towpath. The situation was expertly defused by the lockkeeper, who combined diplomacy and firmness with remembering which paddles needed closing next. In such situations, we send a thank-you on a BW comment card, if the ‘other-lot’ whinge, then management has a more balanced view.

The rain had raised the Aire into the Amber for the short trip to the Armouries, where under a large umbrella borrowed from Fearn’s Wharf we met a chap who had just finished a job interview with BW to be a licence enforcement officer. We mused on whether having been lent a non-BW brolly augured ill for his job prospects, but more interesting was his picture of the river overwhelming Leeds Lock and postponing the interview from the previous week.

It was at Leeds that our canal trip becomes a river trip; and our string of visitors ended. We continued towards Sheffield, where we survived the extra eight foot of water in our canal (1), and
then the five week closure of the canal. We returned by the route we had planned, the Rochdale canal, and moored at Acton Bridge just five weeks later than planned.

There’s still a few more West Riding Waterways to get to know. Any offers of a ride to Ripon, then?

(1) http://tinyurl.com/ytn9wx pictures http://tinyurl.com/225rqx
(2) http://tinyurl.com/yupwx6 for War memorial
(3) http://tinyurl.com/24khh2 for L&L walking and travel
(4) http://tinyurl.com/2rfxlt for Canallink http://tinyurl.com/2xat3z report

NB Copperkins in Sheffield, having survived the floods.
EVENTS

This listing only covers events that we were aware of when it was compiled. If further details are required on an event please refer to the contact information below.

For the Rochdale Canal Society, the contact is Brian Holden on 01706 646132.

For the Leeds & Liverpool Canal Society, the contact is Mike Hustler on 01282 816476. Website: http://townsleyb.members.beeb.net/llcs/

For the Barnsley, Dearne & Dove Canals Trust see the website at www.dddct.org.uk

**Monday 4th February.** Rochdale Canal Society. The Ecological Interest of the Rochdale Canal. Talk by the British Waterways Ecologist. 8.00pm at The Junction Inn, Lees Street off Grimshaw Lane (B6189), Middleton Junction.

**Sunday 17th February.** Leeds & Liverpool Canal Society. Meet at Eanan Wharf, Blackburn at 13:30 for walk to Nova Scotia.

**Monday 3rd March.** Rochdale Canal Society. The New Liverpool Waterfront – The L & L Canal Link. Talk by Project Manager Richard Longton. 8.00pm at The Golden Lion, Fielden Square, Rochdale Road (A6033), Todmorden OL14 6LZ.

**Monday 7th April.** Rochdale Canal Society. Restoration on the Wilts & Berks Canal. Talk by John Laverick or Ken Oliver. 8.00pm at the Hollingworth Lake Visitor Centre, Rakewood Road (B6225), Littleborough OL15 0AQ.
Other than win the raffle, what DOES the Branch Committee do?

Have you ever sat at one of our meetings watching a member of the committee win the raffle once more, and wondered what they get up to on our behalf and what work is actually done? Well, read on.

As Peter said in his inaugural article, we want to enjoy ourselves doing something useful supporting the waterways; in short, it’s fun. As a voluntary organisation, we have only the ‘spare-time’ of those who join in, and if tasks become too onerous, we have to stop. We know that things we cannot do don’t get done; the world carries on without them and we shouldn’t use energy in worrying about it. However, the IWA would be more effective and influential if more energy could be used in the full range of tasks that the perfect IWA Branch might desire to do.

The committee analysed the tasks, who is willing and able to do which – see list below – and hence those that we are not able to do at the moment. . . unless there is a task on the list that appeals to your skills and enthusiasm. This can be as small or large as you can manage and may need only a little time. There is no need to join the committee to assist with Branch tasks; we already have non-committee members arranging speakers and manning the telephone; and having more people involved with the work of the Branch would be an additional benefit in itself.

So what are we asking you to do?

Well, you could

- collect items of waterways interest from your local press and send them in
- write follow-up letters to the local press on waterways topics
• look out for planning applications along a waterway near you & let us know about them and the impact they will have, good or bad
• provide your local library or boatyard with IWA recruiting leaflets and keep an eye on them for replenishment and replacement when necessary
• let us know of any other useful locations that might display our leaflets
• record the heritage items you see whist walking the waterways, summarising them for a central list. eg taking pictures of these and sending them in – a mobile phone picture could be a useful contemporary record
• attend a local festival and be on our stand for a short time - an hour is helpful and all you need to do is be friendly to visitors
• watch out for local events where a waterways related display would be welcome
• if you are a member of a local canal society – be the liaison point so that both the society and IWA are aware of each others’ activities.
• or, less formally, attend local waterway society meetings and give us a brief report on points of interest

There’s no need to commit yourself to regular activity – just bear the above in mind and help us when you can. We are keen to receive offers to do tasks in an informal way without the extra commitment of committee meetings, and most tasks are suitable for sharing. Contact details are available elsewhere in Milepost or on the website.

We would of course welcome more committee members as well, but if you haven’t volunteered already it’s probably because you don’t have the time.

Please help if you are able. Many thanks for your support.

Elaine Scott – on behalf of West Riding Committee
### Work of the branch

<table>
<thead>
<tr>
<th>Title</th>
<th>What needs to be done</th>
<th>Who does it (cm = Committee Member)</th>
</tr>
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| Chairman    | **Chair the AGM**  
**Chair Branch committee meetings**  
**Represent the Branch at IWA NE Region meeting** | Chairman |
| Treasurer   | **Look after the chequebook**  
**Write cheques**  
**Manage the finances**  
**Make financial returns to H/Q** | Treasurer |
| Committee Work | **Arrange committee meeting**  
**time/place**  
**Produce Agenda**  
**Host Meeting**  
**Attend meetings (at least 4 per year)**  
**Discuss relevant topics** | Cms  
**Chairman**  
**CMs in turn**  
**CM**  
**CMs** |
| Minutes of Meetings | **Write minutes of AGM**  
**Write minutes of Committee meetings**  
**Send copy of minutes to H/Q** | CM  
**CM**  
**Chairman** |
| Membership details | **Write to welcome new members** | CM |
| Secretary   | **Postal Contact**  
**E-mail Contact**  
**Telephone Contact** | Secretary  
**Secretary**  
**Branch Member** |
| Milepost    | **Cajole contributors**  
**Collect material for publication**  
**Edit Milepost**  
**Arrange for printing**  
**Envelope and post to members** | Two Cms  
**Two Cms**  
**Two CMs**  
**Two Cms**  
**Six CMs** |
| Promotional stand | **Prepare programme for festival attendance**  
**Look after stand**  
**Take stand to festivals**  
**Arrange display**  
**Man the stand during festival**  
**Take down, bring home & store** | Shared between six Cms and any other members that are available |
| Sales       | **Look after IWA sales material** | CM |
| Speaker-finder | Invite Speakers for Meetings  
|               | Publish Annual Programme  
|               | Brief speakers  
|               | Agree speakers’ expenses  
|               | Ensure correct equipment available  
|               | Shared between two branch members  
| Meetings      | Check venue is expecting us  
|               | Arrange room for each meeting  
|               | Provide badges for each meeting  
|               | Arrange raffle for each meeting  
|               | Chair meeting  
|               | Branch business  
|               | CM  
|               | CM  
|               | CM  
|               | CM  
|               | Chairman  
|               | Secretary  
| website       | Publish meeting on website  
|               | Publish Milepost on website  
|               | Publish other interesting material  
|               | CM  
|               | CM  
|               | CM  
| Messages to members | E-mail Members re next meeting/current issues  
|               | Letters to members re meetings/current issues  
|               | CM  
|               | CM  
| Branch representation | BW user groups  
|               | Local canal groups  
|               | Local user groups-ramblers,cyclist,anglers...  
|               | Barnsley,Dearne and Dove restoration  
|               | Chairman/Sec  
|               | Branch Members  
|               | (Vacancy)  
|               | Secretary  
| Spokesman     | Seek or respond to invitations to be a speaker or spokesman to other waterway societies etc.  
|               | Chairman  
| Planning      | Monitor planning application for canal impact  
|               | Monitor local development plans for impact  
|               | Comment on above  
|               | (Vacancy)  
| WOW activities for youngsters | Organising and running waterways related activities for youngsters [nb child protection issues need discussing]  
|               | (Vacancy)  
| Publicity     | Contacts with local newspapers, local radio to encourage positive canal stories  
|               | (Vacancy)  

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<table>
<thead>
<tr>
<th>Heritage Survey</th>
<th>Collect information and photos of heritage objects on canals within our region</th>
<th>(vacancy)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Co-ordinate this information</td>
<td></td>
</tr>
<tr>
<td>Lists</td>
<td>MPs</td>
<td>Secretary</td>
</tr>
<tr>
<td></td>
<td>Planning authorities</td>
<td>Secretary</td>
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<tr>
<td></td>
<td>Local canal societies</td>
<td>Secretary</td>
</tr>
<tr>
<td></td>
<td>Contact with the above</td>
<td>(vacancy)</td>
</tr>
<tr>
<td>Newspaper cuttings</td>
<td>Monitor local newspapers and their websites for canal related stories</td>
<td>(Vacancy)</td>
</tr>
<tr>
<td>Advertising</td>
<td>Place recruitment leaflets in boatyards, libraries...</td>
<td>(Vacancy)</td>
</tr>
<tr>
<td></td>
<td>Replace stocks as required.</td>
<td></td>
</tr>
</tbody>
</table>

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**Caption Competition**

I could have sworn there was another hippo around here somewhere.

Congratulations to David Mitchell from Harrogate who is the winner of our caption competition. A £10.00 voucher is on its way to you.
‘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 branch meetings.

Mr and Mrs Braithwaite                                    Pontefract
Mr and Mrs Briggs                                         Bradford
Mr and Mrs Evans                                          Grassington
Mr Harwood                                                 Knottingley
Mrs Vercammen                                             Knottingley
Ms Booth                                                   York
Mr Smith                                                   Wakefield
Dr and Mrs Edwards                                        Leeds
Mr McMilllan                                               Harrogate
Mr Moss                                                    Castleford
Mr and Mrs Hodgkin                                        Huddersfield
Mr and Mrs Valiant                                         Ilkley

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 bobblaing@blueyonder.co.uk, hand it to one of us, or post it to any committee member before the end of April. 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.
Wharf Services
“Complete Boat Services”
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see website
www.wharfservices.co.uk

or e-mail
enquiries@wharfservices.co.uk

or telephone
01765 609777
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Programme of Events for 2008.

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.

11th January 08  The Waterways Museum and Adventure Centre – Goole by Bob Watson

8th February 08  Slide show By John Greenway

14th March 08  AGM

11th April 08  Bugsworth Basin by Ian Edgar

12th September 08  “The Life of Donald Bailey and his Bridge” by Pablo Haworth

10th October 08  “The Canal Card Collectors Circle” by Trevor Ellis

14th November 08  The Horseboating Society by Sue Day

12th December 08  Christmas Social and Members’ slides

Talks arranged by Alastair and Katy Sayles, 32 Pymont Drive, Woodlesford, Leeds LS26 8WA. Tel 0113 393 4517
Email: kandal@btinternet.com

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