

Bosley and, maybe, from Froghall, back to Uttoxeter and then beyond to join the Trent and Mersey near Burton-on-Trent.

Work has now been undertaken to increase the air draught through Froghall Tunnel and in February 2003 the Caldon Canal Society led volunteers from throughout the country to begin clearance of the abandoned first lock and basin of the Uttoxeter Canal – working in partnership with British Waterways on “Destination Froghall”, to create new mooring facilities. This restoration work was completed during 2005. A feasibility study has also been undertaken to investigate the potential to restore, extend and develop the Caldon Canal in Leek.

At the 2003 AGM of the Caldon Canal Society a resolution was passed “that the Constitution of the Society should be added to in order to include support for the restoration of the Uttoxeter Canal and all the arms of the Caldon Canal” and at the following AGM in 2004 - 30 years after the Caldon Canal was officially reopened - a motion was passed to change the name of the Society to the Caldon and Uttoxeter Canals Trust” in order to incorporate these wider interests.

Members of the Trust meet regularly with other canal user groups, The Inland Waterways Association, Canal & River Trust and the various Local Authorities along our canals as well as maintaining links with other interested organisations. In this way the Trust has become a recognised and proactive volunteer organisation.

If you would like to join the Trust please complete the membership form opposite. Members are welcome to attend regular meetings, held on the first Thursday of each month.

Current Plans

Funding has enabled the Trust to produce a feasibility study to bring the canal back to Uttoxeter. Many stretches of the canal between Froghall and Denstone can still be found, however beyond Denstone, buildings over the old canal mean that a new line would need to be adopted, one possibility is to bring the new canal over the B5030 and along the valley. A good terminus would be the current gravel pits just north of the A50 as these are scheduled to cease production in the near future. A possible foot link into Uttoxeter could also be created.

The feasibility study highlights the problems and how to overcome them. All this means that it will be a busy time for the Trust which will, of course, still be continuing its work on the existing system.

The Caldon & Uttoxeter Canals Trust is now seeking: to preserve the line of the Uttoxeter Canal (to which the Caldon Canal is currently the only link), to conserve its remains and has created a walking route along the original line of the canal. A considerable amount of work has been carried out between Alton and Crumpwood

Weir and it is hoped that it will shortly become a canal once more.

As well as members, the Trust is in need of volunteers to help with the many administrative, as well as physical, tasks that lie ahead.

To learn more about the Trust please visit our website on www.cuct.org.uk



CALDON & UTTOXETER CANALS TRUST

Registered Charity No. 1156812

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The Caldon Canal was built to connect Etruria and Froghall between 1776 and 1778 in order to carry limestone from the quarries at Cauldon Low to Stoke-on-Trent, and a tramway was constructed from the quarries to the canal at Froghall. In 1801 a branch was opened to Leek, at the same time as Rudyard Lake reservoir was constructed to provide an additional water supply. In 1811 the Uttoxeter Canal opened.

Unfortunately the use of the extension to Uttoxeter was short-lived and in January 1849 it was closed, the line of the canal being used by the North Staffordshire Railway. Nonetheless the remainder of the Caldon Canal continued to be used for transporting coal and limestone, and by the many mills and potteries along its route; the discovery of Froghall Haematite (a type of iron ore) led to additional traffic. However by the 1950's traffic had virtually ceased. The final section of the Leek Canal from its aqueduct over the River Churnet to the town's canal basin

was filled in during 1957-8, and then in 1961 a notice was displayed at Etruria saying, “This canal is closed”.

A number of enthusiasts got together and in 1963 the Caldon Committee (forerunner to the Caldon Canal Society) was formed with a view to saving the Canal. Following representations to British Waterways Board (BWB) the Caldon Canal was classed as a ‘remainder’ waterway, but was only maintained to enable the flow of water from Rudyard through to the Trent & Mersey Canal. In 1968 Johnson Brothers used the canal between Milton and Etruria to transport pottery. In 1970 an agreement was reached between Staffordshire County Council, Stoke-on-Trent City Council and British Waterways Board to restore the canal at a cost of £100,000, in addition to the work already underway by volunteers, clearing obstructions and removing vegetation and debris from the canal. On 28th September 1974 the main line of the Caldon Canal was reopened.

The Caldon Canal Society continued to campaign for the canal to be upgraded to ‘cruising’ status and this was finally achieved in 1983, when the Leek Canal was also restored to navigation. Around this time, the Society also undertook a number of initiatives to practically improve the canal - installing a tap at the Boat Inn for canal users and organising a sponsorship programme to replace missing cast iron mileposts.

The Society then defined future aspirations to improve the Caldon Canal: reinstatement of the derelict arms to Foxley (Robert Heath's Canal) and Norton Green (Sparrow & Hales Canal); returning the canal closer to Leek and adjusting the water level through Froghall Tunnel in order to allow more boats to reach an improved terminus at Froghall. There is also the dream of extending the canal beyond Leek, past Rudyard to join up with the Macclesfield Canal at



Cherry Eye Bridge

The name Cherry Eye comes from Cherry Eye Bridge (no 53 near Consall Forge pictured in the logo), which was built in an unusual style to please the landowner at the time. The local ironstone workers used to rub their eyes with thumbs stained red-brown with oxide; these were called ‘cherry eyes’ and the shape of the bridge is like the side of the nose (the epicanthus) which was dirty with oxide.

**THE CALDON & UTTOXETER CANALS TRUST
APPLICATION FOR MEMBERSHIP**

I/We hereby apply for membership of the Caldon & Uttoxeter Canals Trust and enclose a cheque / postal order / bankers order (attached) or bank transfer for the sum of £ to cover the annual subscription as below;

Life Membership	£100.00	Affiliation	£20.00
Family Membership	£ 15.00	Individual membership	£ 9.00

I also enclose a donation of £

Name/s in full (BLOCK LETTERS PLEASE)

E Mail Address

Address

Post Code Telephone No

Signature/s Date

A BANKERS ORDER ensures automatic renewal and saves the Trust time and money.

Thank You.

TO: (Name and address of your bank)

Bank Sort Code: Account Number:

Please pay to the account of the Caldon & Uttoxeter Canals Trust , NatWest Bank, Market Street, Longton, Stoke on Trent, ST3 2HW a/c number 19832362 sort code 01-01-78 the sum of £ (in figures) (sum in writing) now and annually on the first day of (month) until further notice.

Date Signed

Name in full

Address

Please return form (or email if bank transfer a/c above) to;

Membership Secretary, 1 Barbrook Avenue, Longton, Stoke on Trent, ST3 5UG
email peter.matthews20@ntlworld.com

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