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BRITISH WATERWAYS

INLAND CRUISING BOOKLET **1**

Cruising on the LLANGOLLEN CANAL

Hurleston Locks to Llantysilio

Price Three Shillings and Sixpence



***The British Waterways Board
give you a cordial
welcome to the
Llangollen Canal***



COVER:
Crossing the Pontcysyllte Aqueduct

A short history of the Llangollen Canal

THE LLANGOLLEN CANAL owes its origin to the initiative of certain citizens of Ellesmere, Salop, who had seen the financial success of Brindley's Grand Trunk (Trent & Mersey) Canal and held the view that the promotion of a Parliamentary Bill and the construction of a canal was a sure method of making money quickly.

They accordingly engaged the services of a young canal engineer, Thomas Telford, who at that time was only on the threshold of his career. They instructed him to provide them with a system of canals centred on and radiating from Ellesmere, and linking the River Severn with the Rivers Dee and Mersey.

The first Act of the Company of the Proprietors of the Ellesmere Canal was passed in the boom year of canal promotion – 1793. It permitted the Company to construct a canal from Shrewsbury on the Severn, through Baschurch, Weston and Ellesmere to Frankton, Chirk, Ruabon, Wrexham, Gresford and Chester (where it would connect with the Dee), and on to Backford, Eastham and Netherpool, where it would join the Mersey. Branches were authorised from Hordley to Llanymynech, to connect with the Montgomeryshire Canals (Llanymynech to Welshpool and Newtown); from Wrexham to Brymbo, to serve the collieries in the locality; from Alloughton to Holt, to join the middle Dee; and from Frankton through Welshampton to Whitchurch and to Prees, with a subsidiary line through Malpas to join the Chester Canal (Chester to Nantwich) at Tattenhall.

Further branches, mainly to collieries in the Gresford area, were authorised in 1796, and the Company were required to re-survey the line of the proposed canal to join the Chester Canal, and to submit a joint proposal agreed with the Chester Canal Company.

This was prepared, and authorised by Parliament in 1801 along the present line through Grindley Brook and Wrenbury to Hurleston.

In 1804 the Company obtained powers to construct a navigable feeder from the River Dee at Llantysilio to the end of the Pontcysyllte Aqueduct,

then under construction. In 1813 the Ellesmere Canal Company amalgamated with the Chester Canal Company to become the Ellesmere & Chester Canals Company.


A consolidating Act was obtained by the Company in 1827. This limited their extent to the canals then constructed, and relieved them of all liabilities in connection with the routes proposed but not then developed: they also obtained powers to construct a junction between their system and that of the Trent & Mersey, from Barbridge to Middlewich.

The Act also imposed a stringent duty on the owners of boats to accept liability for the damage done by their servants, and any person convicted of damaging the Company's works was to be guilty of felony and subject to transportation for seven years. These powers still exist!

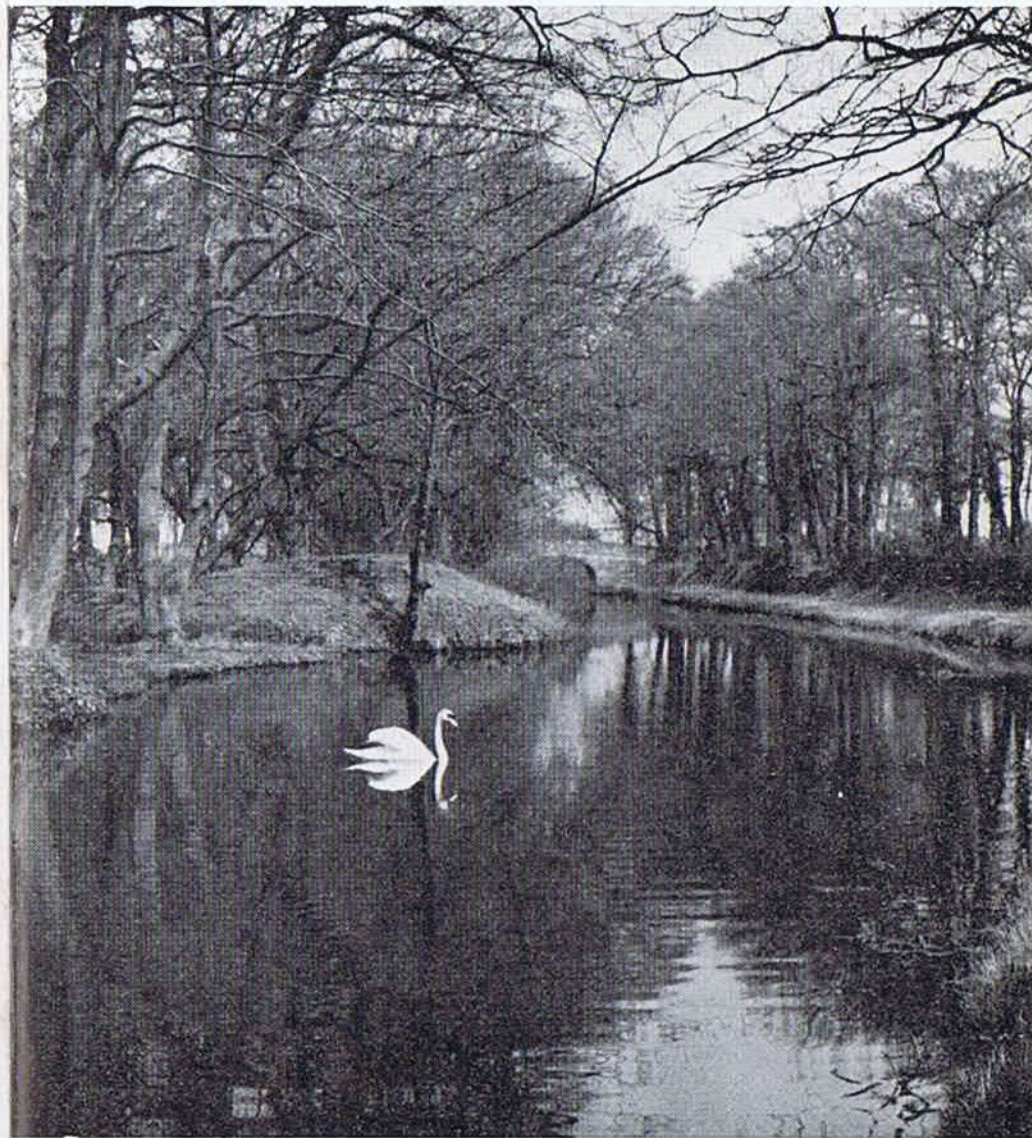
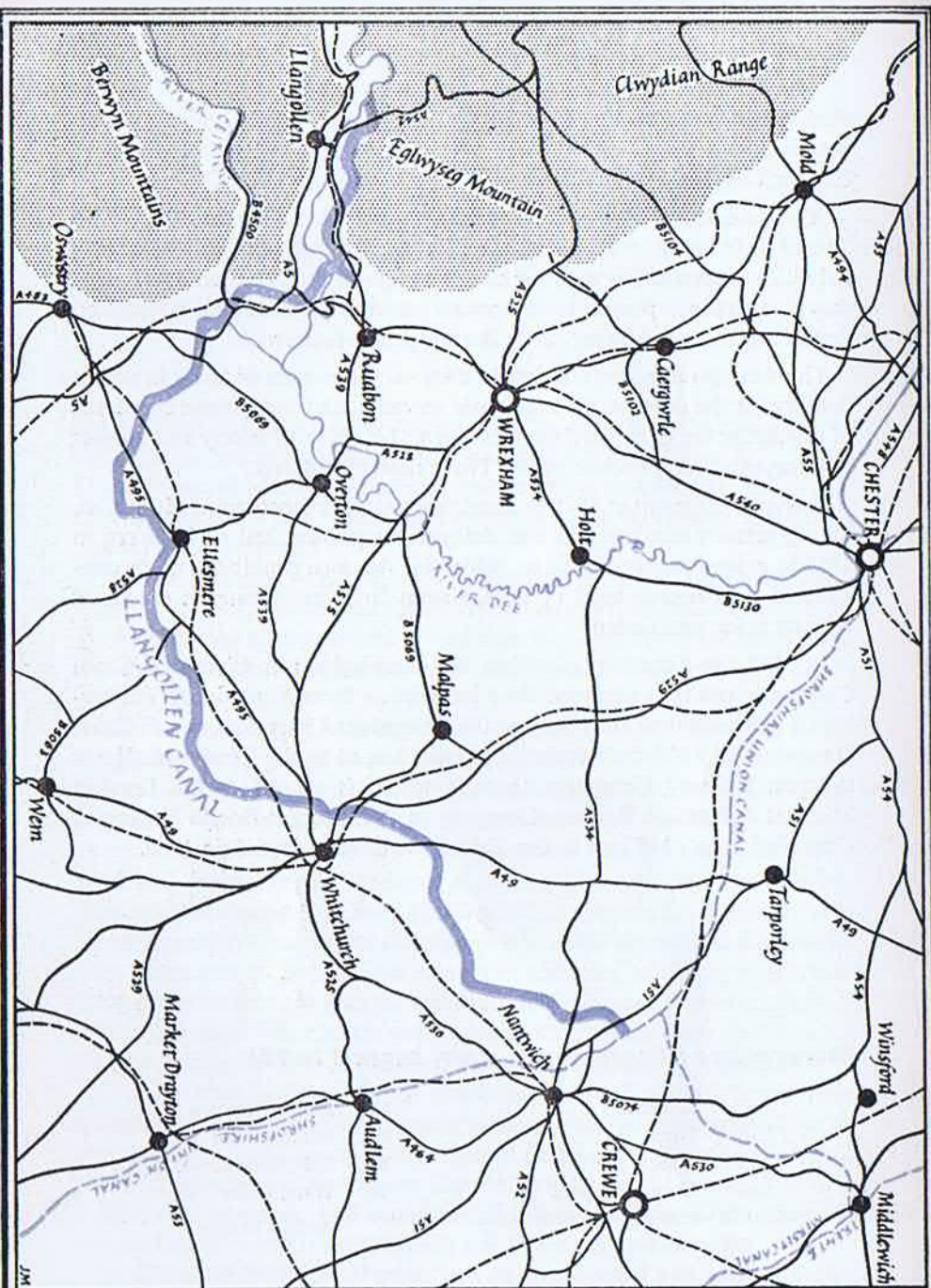
Powers were given in 1830 to construct a storage reservoir at Hurleston, but apparently construction was delayed, as powers had to be taken in 1837 to extend the time-limit to 1840: this Act also prohibited boats constructed with square head or square stern from navigating on the canal without prior permission.

In 1845 the Company absorbed the Birmingham & Liverpool Canal Company, and thus extended their jurisdiction from Nantwich to Autherley; at the same time they became the Shropshire Union Railway & Canal Company. In 1847 their undertaking was leased to the London & North Western Railway Company, through whom it passed to the London Midland & Scottish Railway Company in 1923; to the British Transport Commission in 1948 and to the British Waterways Board in 1963.

Abbreviations (Diagrammatic maps, pages 9 to 18)

C	Church	RS	Railway Station
F	Farm	PH	Public House
G	Grocer	TK	Telephone Kiosk
GP	Garage—Petrol	WP	Water Point
GR	Garage—Repairs	—	Arched Bridge
LB	Letter Box		Lift-up Bridge
PO	Post Office		

The figures following abbreviations indicate distances in yards from the waterside.



The Canal at Wrenbury in Cheshire



Two views of the
canal at Wrenbury



A horse-drawn
pleasure boat



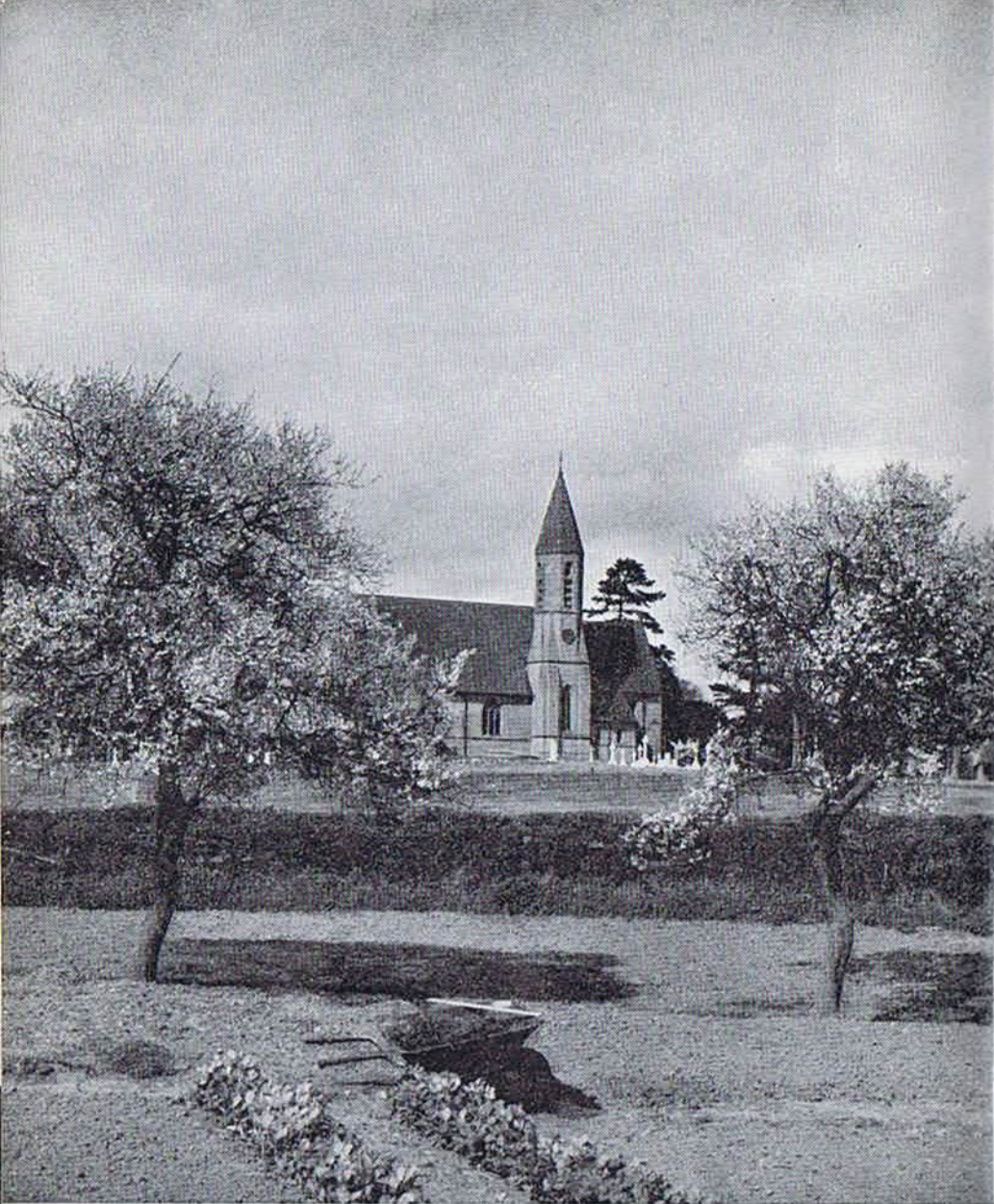
Morris Bridge (45) on
Whixall Moss



The Border (between
England and Wales)
near Bettisfield



Two cruisers negotiate
the right-angle bend
at Trevor

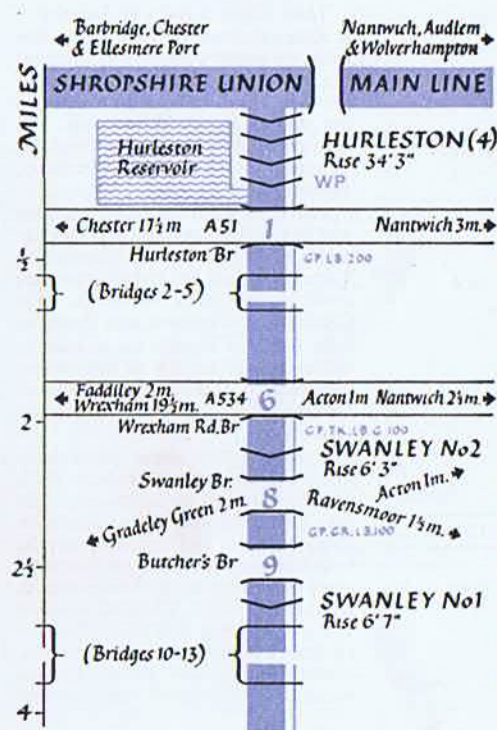


Bettisfield Church (Flintshire)

The Llangollen Canal

THE ACCOMPANYING DIAGRAM is not to scale, and both the quoted and the relative distances are approximate. The method of representing the canal as a straight line, while designed to make the easiest reading, does inevitably lead to a good deal of distortion of other topographical features such as roads and railways. It will, however, be helpful to bear in mind the general direction taken by the canal—south-westerly from Hurleston to Platt Lane, westerly from there to Rhoswel, northerly to Pontcysyllte, and thence westerly again to Llantysilio.

While every care has been taken in the compilation of the information given, the British Waterways Board cannot be held responsible for the consequences of any inaccuracies that may have inadvertently been included.

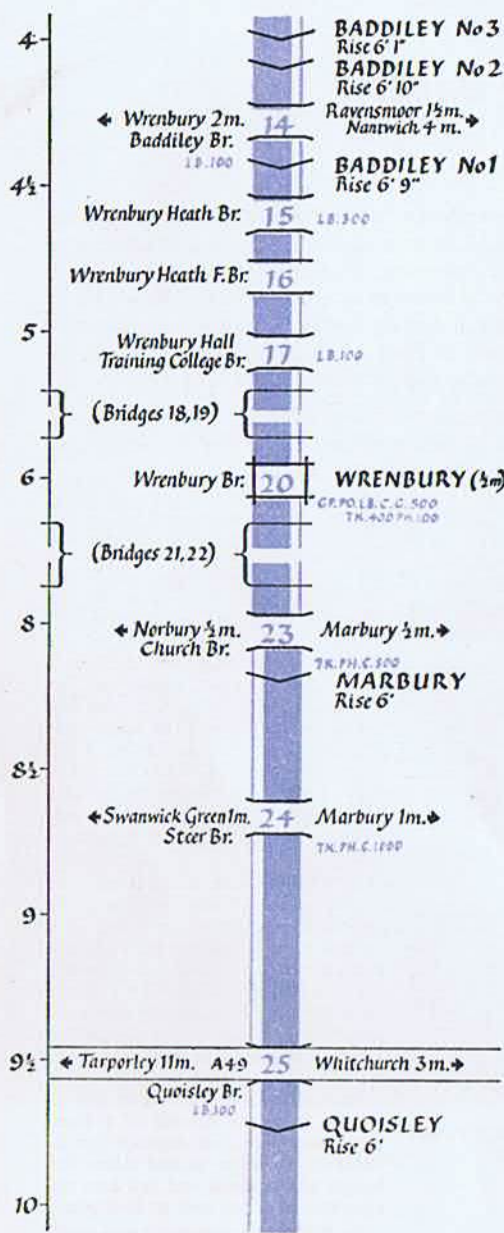


The Llangollen Canal (also known as the Ellesmere Canal and the Welsh Canal) is an integral part of the Shropshire Union Canal system and connects with the main line of the Shropshire Union Canal at Hurleston, some three miles north-west of Nantwich in Cheshire, and some five miles west of Crewe. The junction is only one and a half miles from Barbridge Junction, where the Middlewich Branch of the Shropshire Union leaves the main line to connect with the Trent & Mersey system at Middlewich.

At Hurleston, access is gained to the Canal by four locks, each with an independent chamber separated by a short pound. The lower gates of these locks are in two mitreing leaves, while the upper end is closed by a single clapping-gate. Immediately above the locks is the Hurleston reservoir, with a capacity of about 85 million gallons at full storage level. Unlike most canal reservoirs it does not receive its supply from the run-off of a local catchment area, but depends for its contents on water passed down the length of the canal and fed into the reservoir over the weir at Hurleston.

In 1955 an arrangement was made

From Baddiley to Quoisley



whereby the Mid and South East Cheshire Water Board treat and draw water from this reservoir for domestic consumption.

Immediately after leaving Hurleston the canal passes through typical Cheshire agricultural scenery, with an occasional quaint little village. One such is *Acton*, well worthy of exploration if only because of its historical associations. It was here in 1643 while the Civil War raged that the Parliamentarians under Sir Thomas Fairfax routed the Royalist forces. A visit should be made to the old Parish Church of St. Mary's. Originally built during the fourteenth century it contains many interesting medieval tombs.

Just beyond the village stands *Dorfold Hall* which still retains part of its original moat. An outstanding example of Elizabethan architecture, the Hall was completed in 1616 by Sir Ralph Wilbraham. The Hall is open on Mondays, and at other times by appointment.

There are two locks at *Swanley*.

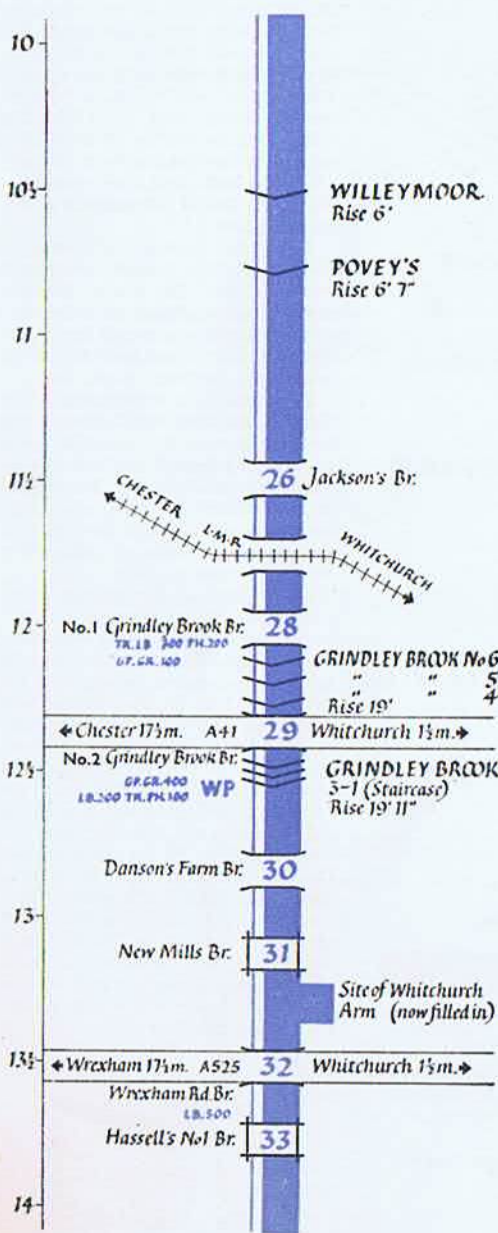
Along the course for the next five miles the country remains agricultural but becomes flatter, with stretches of low fields and without the variety of the earlier length. Interest is well maintained, however, by the delightful villages of Baddiley, Wrenbury, Marbury and Quoisley.

There are three locks at Baddiley and one at Marbury, and shortly after passing under the Whitchurch-Tarporley trunk road (A49) there are three more locks within a mile (Quoisley, Willey Moor and Povey's).

In *Baddiley* there is an interesting old church of brick and half-timber construction. Have a glance inside and observe the exquisite carvings in the chancel.

Wrenbury has some particularly interesting features. Wrenbury Hall, set in its wooded park, was originally the home of Sir John Stapleton Cotton, one of Wellington's generals, who became the first Lord Combermere and whose statue is to be seen in Chester Cathedral. The Hall is now a Training College and Rehabilitation Centre. The fifteenth-century parish church is specially noted for its brasses. One hundred and twenty-

From Quoisley to Whitchurch Road



seven paces from the canal 'lift-up' bridge stands the Cotton Arms Inn. It was named after Sir John.

Marbury is one of those delightful old-world villages, with its black-and-white style of architecture, which must be seen. It has a fifteenth-century church, a beautiful Hall beyond the Mere which abounds in coarse fish and a quaint old inn called 'The Swan'. Permits to fish in Marbury Mere may be obtained from the innkeeper.

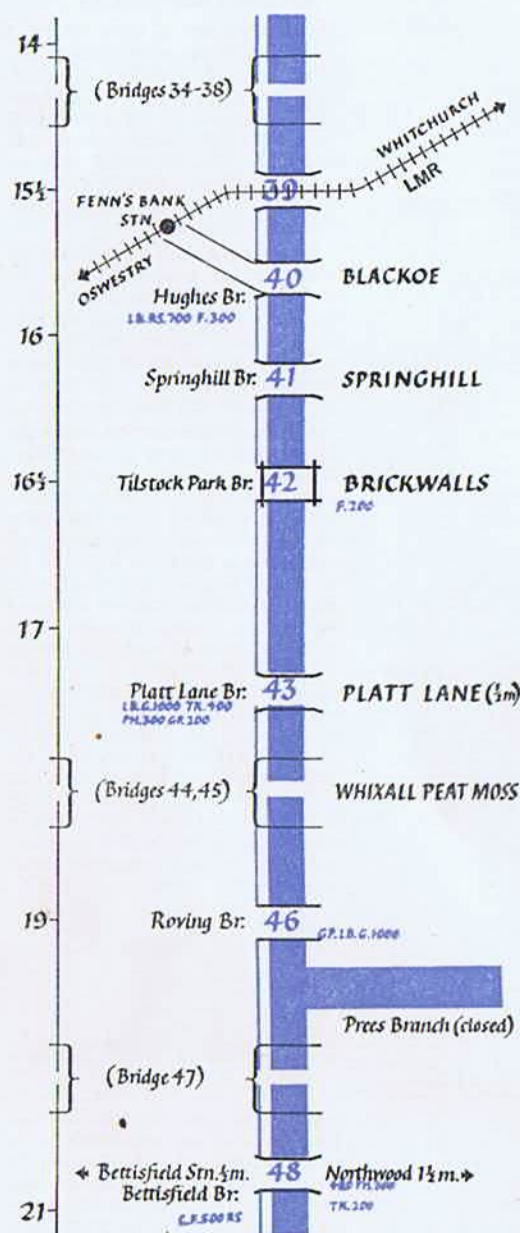
Quoisley was formerly a possession of the Knights of St. John. Here the canal passes under the main Whitchurch-Tarporley road and presents an ideal place for linking up with cars. *Hinton Hall* stands high above the canal on the east side between Povey's Lock and Grindley Brook.

A mile or so farther on, under the railway bridge carrying the Whitchurch-Chester line over the canal, there is a sharp left turn, inviting careful navigation, which leads into the first of the six *Grindley Brook* locks. While the three locks in the lower group are of the usual type, with independent chambers and short separating pounds, the upper three locks are grouped into what is known as a 'staircase' or step-lock, in which one chamber leads directly into the next and four gates suffice to control the three locks. A note of the special procedure required to negotiate the 'staircase' appears on pages 21 and 22. For about a mile before Grindley Brook the canal forms the boundary between Cheshire and Shropshire, and at the railway bridge the canal passes into the latter.



Between Grindley Brook and *Platt Lane* the canal has more bends as the ground becomes more broken, but the countryside is still of an agricultural character. About one mile after leaving the locks at Grindley Brook, at a sharp right-hand bend, the site of

From Whitchurch Road to Bettisfield



the former Whitchurch Arm can be located.

Whitchurch is a little over a mile distant along the road from Grindley Brook Locks. Here the usual full range of town amenities is available. One of the town's most outstanding buildings is the Church of St. Alkmund, dating back to 1712. The Town Hall is worthy of inspection, as is also the Jubilee Park, situated along the old canal arm, now filled in, which linked Whitchurch to the canal system.

Soon after leaving the hamlet of Platt Lane the scenery completely changes, and the canal becomes straight, wide and deep as it proceeds over Whixall Moss toward Bettisfield, with its post office near the canal bridge and the Nag's Head Inn.

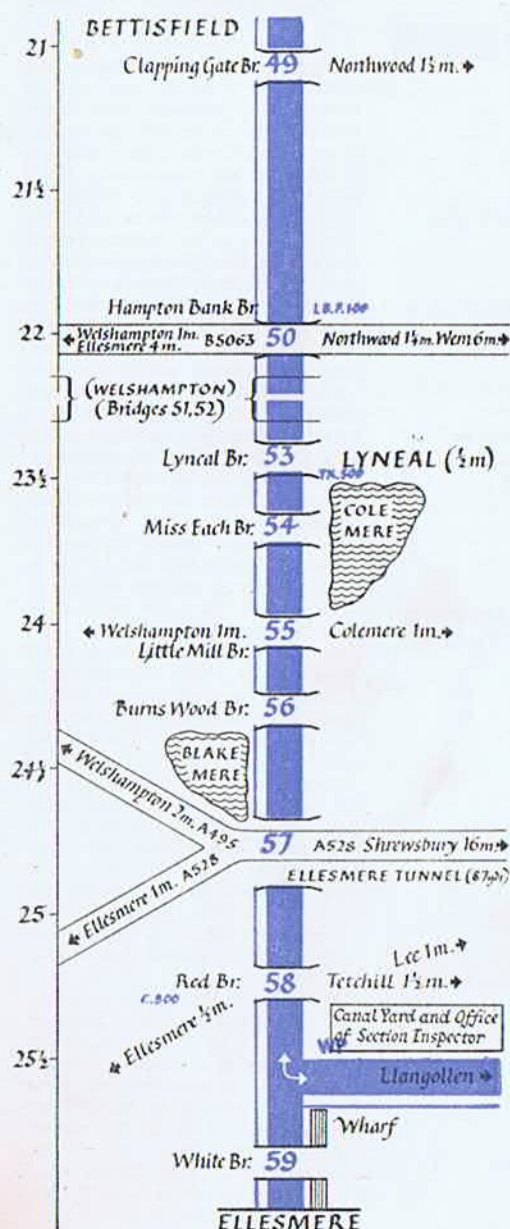
Bettisfield Park is the home of Sir Edward Hanmer, Bart. During the first world war the beautiful park was commandeered and became an important artillery camp. The 'Moss' is still worked for peat on a commercial scale and the landscape is reminiscent of Ireland rather than the English countryside.

Platt Lane is the nearest canal point to St. Mary's Church, Whixall, where one may inspect the interesting register of baptisms and burials faithfully compiled, going back to the year 1758. Nearby is the post office and the Waggoners' Inn where the bus stops on its route to Wem, the home town of the essayist William Hazlitt. Midway over the Moss can be seen the entrance to the old, now disused, Prees Branch.

Soon afterwards the canal crosses for the first time into Wales, the Shropshire-Flintshire boundary following a dyke across the middle of the Moss. The stay in Wales is here but a short one, however, for half-way between Bettisfield and Hampton Bank Bridge the canal passes back again into England.



From Bettisfield to Ellesmere



Between Bettisfield and Ellesmere the canal once again becomes tortuous. Over the greater part of this length it passes through wooded countryside, with several 'meres' within a short distance of the canal, each with its own characteristics and each worth a visit. Cole Mere on the left and Blake Mere on the right lie adjacent to the canal, and, with the surrounding woods make this one of the most beautiful stretches of the canal, locally referred to as the 'little Lake District'. The short Ellesmere tunnel (87 yards) is provided with a tow-path, is well fendered and should present no navigational difficulty.

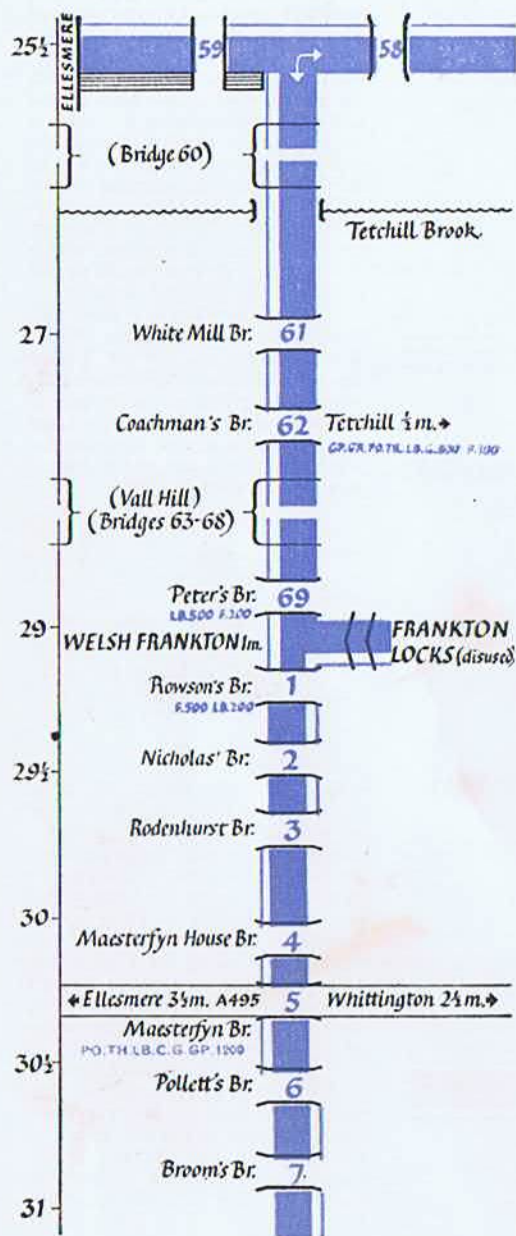
At Ellesmere there is a short arm leading to the Ellesmere Wharf where stands one of the United Dairies milk-processing factories. At the junction, where a sharp turn is needed to follow the canal for Llangollen, is the Canal Maintenance Yard where boats can be dry-docked in a covered shed.



There is much of interest in the little town of Ellesmere, with its one-way streets, nestling in this little-known 'lake district' of Shropshire. At one time Ellesmere possessed a castle, but this has disappeared and the commanding site has been put to better use, having been converted into an excellent bowling green. From this elevated position a fine panoramic view of the surrounding countryside can be seen. St. Mary's Church, with its Norman nave, should be inspected; the altar tomb of Sir F. Kynaston is impressive.

Ellesmere holds a central position in this famous dairy-farming county which is reputed to produce more gallons of milk to the acre than any other similar area in the world. There is an abundance of inns and the post office will be found in Scotland Street.

From Ellesmere to Maesterfyn



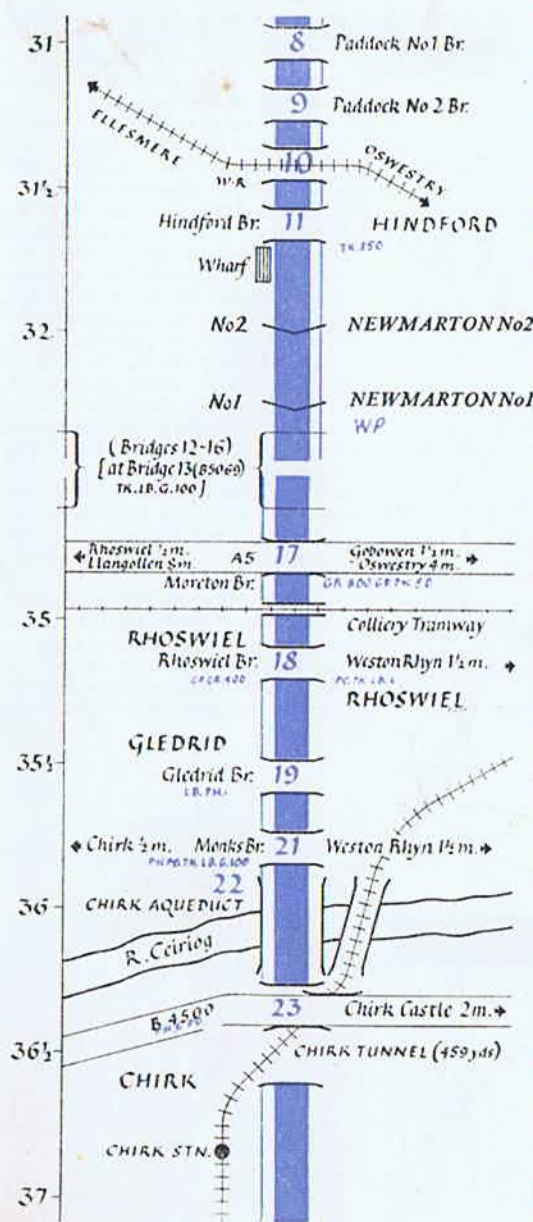
Between Ellesmere and Frankton the canal again follows a tortuous course, at one point almost surrounding a prominent tree-topped knoll known as Val Hill.

At Welsh Frankton there is a post office and a shop. A climb to the summit of Frankton Hill will be repaid by an excellent view of the surrounding countryside. (Note that at Frankton Locks a fresh series of bridge numbers commences, Rowson's Bridge being No. 1.) On the left of the canal will be seen the old locks giving access to the Weston branch and to the Montgomeryshire canals, now entirely abandoned. The last of the commercial traffic boats passed in 1932. Originally the Shropshire Union Canal Company operated their own fleet, the principal traffics conveyed being coal, stone, lime, grain and cheese, but in 1921 the company's carrying department closed down and their fleet was sold to various traders. The last traffic to be carried over the Montgomeryshire branch was grain, which Messrs. Peat Ltd. conveyed in their own boats from Ellesmere Port to their Maesbury Hall corn mill. This mill continues to prosper, but the old canal grain traffic is now received by road in bulk grain carriers.

At the hamlet of Maesterfyn the canal crosses under the Oswestry-Ellesmere main road, an ideal spot for linking up with cars. Here a short stay should be made to visit *Halston Hall* and *Whittington Castle*. The Hall lies between Maesterfyn canal bridge and the village of Whittington and is the home of the Eccles family. It is a large handsome mansion of brick construction and with its private chapel is pleasantly situated in a park of some 200 acres. The River Perry winds its way through the park, and its waters have been used to form a lovely lake.

Whittington Castle is now an ancient and famous ruin. It was built in the ninth century by a British chieftain whose descendants retained it until the Norman Conquest, when it was handed over to Sir William Peverel. The whole of the castle's history is chronicled through the reigns of Henry VIII, Queen Mary and succeeding monarchs until 1760.

From Maesterfyn to Chirk



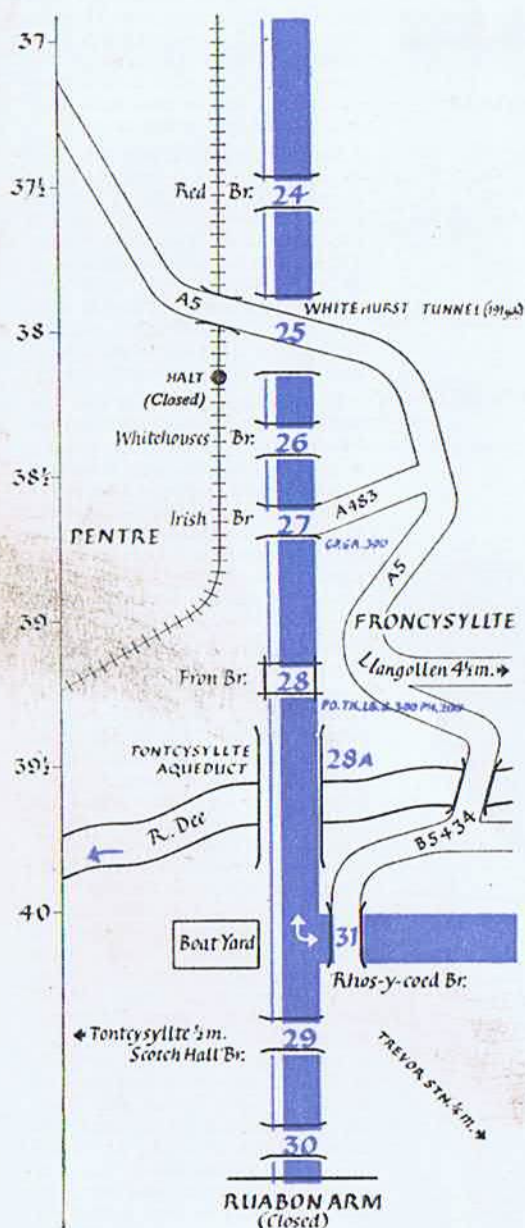
when the Eastern Tower fell into the moat and the stones were subsequently used for making the road between Whittington and Halston. The ancient fortress is not yet quite dead, because part of one of the towers of the old gatehouse has been modernised and is now used as a village club and reading-room.

Between Frankton and Rhoswiel the country is still agricultural but is more broken and hilly. The canal passes at Newmarton through the only two locks between Grindley Brook and Llantysilio—a distance of 34 miles. This in itself is an outstanding testimonial to the skill of its surveyor, Thomas Telford—particularly in view of the hilly and broken country in the upper lengths.

It is interesting to note that just before reaching *Hindford Bridge* (No. 11) the canal passes over the *Vyrnwy Aqueduct*. This is the great main duct through which is passed Liverpool's water supply from Lake Vyrnwy some 12 miles to the south-west. The pipe cannot be seen as it is sunk underground, but a length of post and rail fencing on the tow-path side marks the actual crossing under the canal.

From Rhoswiel to Pontcysyllte, 40 miles from Hurlston, the canal passes through very hilly and broken country along the Welsh border. After following the main Holyhead road (A5) for a short distance the canal turns with a sweep into the beautiful *Ceiriog Valley* where the great Welsh chieftain Owain Gwynedd compelled Henry II to retreat into his own dominions in 1165. Here for nearly a mile the canal runs along the wooded hillside until it turns with a right-angled bend on to the Chirk Aqueduct. The aqueduct is nine feet wide and formed of cast-iron plates flanged and bolted together, making a watertight trough which is in as good condition today as when it was erected. The trough is carried on masonry arched piers, of which the span across the River Ceiriog is some 70 feet in height. The railway bridge alongside, an imposing and well-balanced masonry structure, was built some 40 years after the aqueduct and carries the main railway line from Wolver-

From Chirk to Trevor



hampton and Shrewsbury to Chester. Immediately after leaving the aqueduct the canal enters Chirk tunnel, which is over a quarter of a mile in length. There is a well-fenced tow-path throughout. For the next mile beyond the tunnel the canal lies in a cutting.

The town of Chirk is well worthy of a visit. It has hotels, a post office, shops and a railway station. Chirk Castle lies about one and a half miles from the station and contains a very fine picture gallery and collections of armour and antiques. Note the remarkable wrought-iron entrance gates with their lovely artistic design. They were made by a blind blacksmith and his daughter, and are hand-worked throughout. To the west of the castle, amid scenes of outstanding beauty, flows the River Ceiriog.

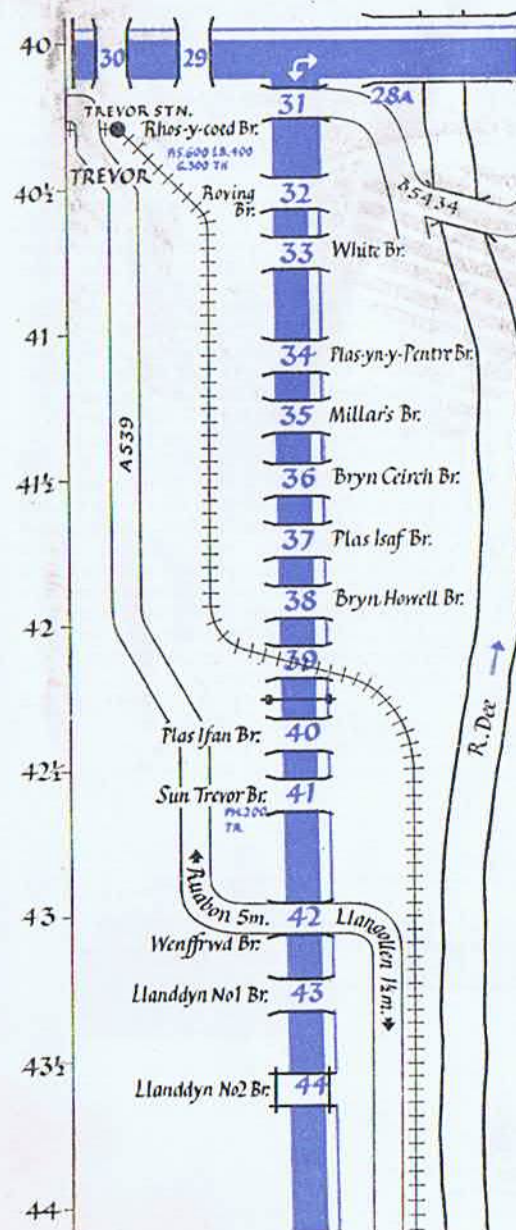
After Chirk the canal soon enters another shorter tunnel, the Whitehurst tunnel (191 yards), and emerges into the Dee Valley. Here again it follows the wooded hillside for nearly a mile before turning with a right-angled sweep on to the Pontcysyllte Aqueduct.

It is at this point that a pumping-station has been constructed to pump water from the River Dee into the canal, taking it to the Mid & South East Cheshire Water Board's purification and distribution plant at Hurleston.



The Pontcysyllte Aqueduct, a noble specimen of Thomas Telford's engineering and architectural skill, carries the canal across the Dee Valley. The aqueduct, like that at Chirk, is constructed of cast-iron flanged plates bolted together. It was opened for traffic in November 1805, only a month after the Battle of Trafalgar. Now scheduled as an Ancient Monument, the railings were renewed in 1964 to Tel-

From Trevor to Llangollen



ford's original design. The aqueduct, 1,007 feet in length, spans the Dee Valley on 18 piers whose masonry is in perfect condition. The extraordinary thinness of the mortar joints is an outstanding tribute to Telford and to his masons who dressed each stone with such precision. At its highest point when crossing the Dee itself the water in the aqueduct is 121 feet above the river. Across the aqueduct the old Ruabon Arm, passing under Scotch Hall Bridge, lies immediately ahead, but it now finishes only a few yards beyond the bridge.

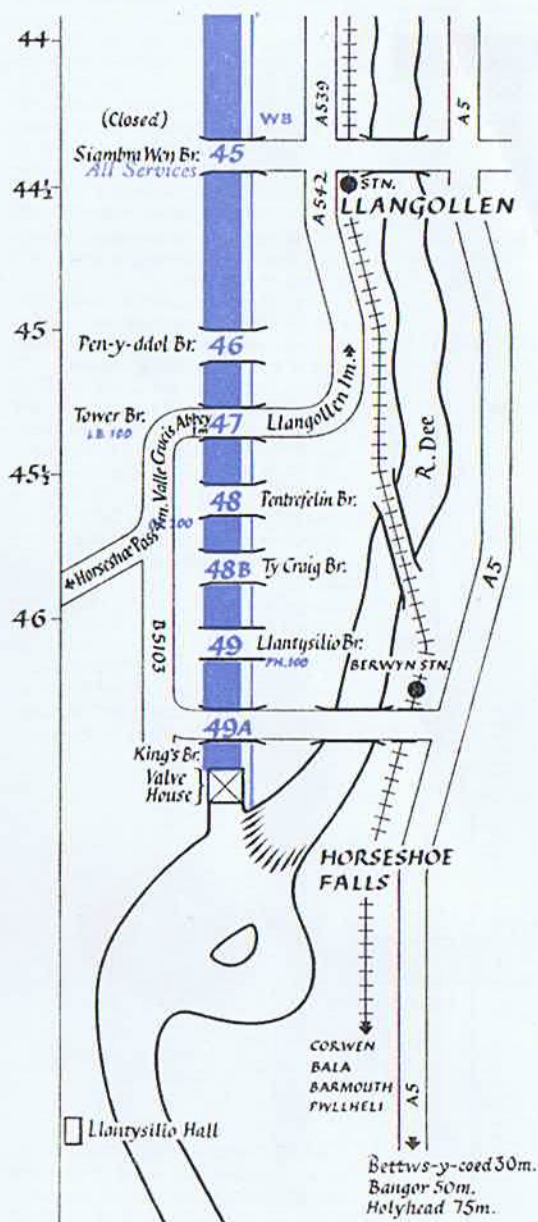
The canal now diverges to the left, and as there is no tow-path under Rhos-y-coed bridge (No. 31), some care is needed in the approach.

Here the canal turns up the Dee Valley, following the curves of the hillside on the left bank of the river, the valley becoming steadily narrower and steeper as the levels of the canal and river draw nearer. Now an almost parallel course is followed by canal, river, railway and two roads—one on either side of the river. The nearer one is the Whitechurch-Llangollen road (A539) and the other Telford's famous Shrewsbury-Holyhead highway, now known as A5 and an extension of the Roman Watling Street. The railway which at bridge No. 39 crosses over the canal is the line from Ruabon to Bala and the coast.



SPECIAL NOTE: From Pontcysyllte to Llangollen the canal is narrow throughout and in places, as Llangollen is approached, it is confined to a single passageway.

From Llangollen to Horseshoe Falls



Lovely Llangollen, 44 miles from Hurleston, is virtually the destination of the trip, although the canal is navigable for a further two miles to Llantysilio and the Horseshoe Falls.

From Llangollen to Ty Craig bridge (No. 48B) the canal is wider and deeper, but again becomes extremely narrow from the Chain Bridge Hotel onwards. The canal terminates at the Valve House built in 1947 to meet the requirements of the L M S Railway's Act of 1944. Its function is to control and measure the millions of gallons of water which flow into the canal each day.

The Horseshoe Falls across the Dee are a further example of Telford's engineering skill. They were constructed in 1830 to retain a minimum head of water upstream, and have provided a constant supply to the canal throughout the years.

A fitting conclusion to the trip would be a walk through the fields from the Falls to Llantysilio Church and Bryntysilio Hall. The church is particularly noted for its ancient woodwork which originally belonged to Valle Crucis Abbey. Bryntysilio Hall, visited by Queen Victoria in 1889, was the residence of Sir Theodore Martin, the biographer of the Prince Consort.

Thus ends the journey on the Llangollen Canal.



Llangollen

Llangollen is well worthy of its description as the haunt of ancient peace and its environs abound in historic interest. If time permits, the opportunity should be taken to visit some of the many famous monuments and places. Llangollen will not only appeal to the canal cruising enthusiast but to the antiquary, botanist, explorer, geologist and angler.

Llangollen Bridge spanning the River Dee will probably be the first attraction to meet the eye. Constructed of hewn stone about 1345, it was widened to its present width in 1873. Note the specially constructed salmon leap downstream from the bridge, where during the salmon season great numbers of fish make use of the ladders provided as they pursue their course up-river to its source at Bala Lake.

Plas Newydd, the eighteenth-century residence situated less than five minutes' walk from the town centre, should be visited. It is built in the black-and-white, or as it is known locally the 'Magpie', style of architecture. The house and its surrounding park have been acquired by the Council and are open to the public.

The ruins of Valle Crucis Abbey lie about a mile from the town and are reached by a delightful walk

along the banks of the canal. The Abbey was founded in 1200 by the Cistercian Monks. Of particular interest are a number of ancient gravestones and a Wishing Well, while quite near is a mutilated cross known as the *Pillar of Eliseg*. The monument dates back to the seventh century and is recognised as one of the oldest records of Welsh pedigree.

Castell Dinas Brân was a Welsh fortress and residence of Madog, son of the founder of Valle Crucis Abbey. Very little of the ruin remains, but the site at an elevation of 1,100 feet reveals a wonderful view of the Dee Valley and peaks round about.

Coming back to the present day, a visit to *The Pottery* will prove extremely interesting. This is situated on the site of an old brewery and courtyard in the centre of the town.

The Studio produces a wide range of earthenware which is all thrown, decorated and glazed by hand: orders to the customer's specifications are also undertaken.

The potters are members of the Welsh Guild of Craftsmen, and it is refreshing to observe the practice of one of the few handicrafts surviving into the modern machine age. Visitors are naturally most welcome.

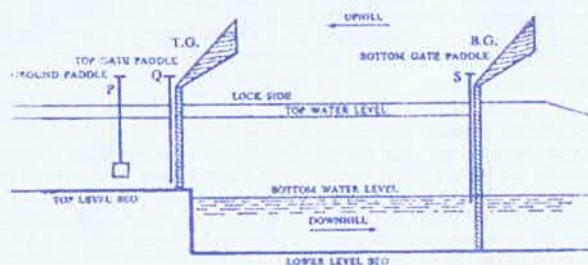
the llangollen pottery

How to operate locks

BEFORE LEAVING A LOCK SEE THAT ALL PADDLES ARE FULLY AND SECURELY CLOSED. Failure to do so may result in serious flooding of property, stranding of craft through loss of water from the pound above, and possible flooding of craft when the pound is refilled. When passing through a lock to a higher pound it is important to close the upper gates and paddles before leaving.

Locks may be subject to closure at certain times and details should be obtained from the local officer or the Licensing Officer, Watford, before a cruise is commenced.

Lock operation



A. GOING UPHILL – LOCK EMPTY.

Top gates will be shut and paddles (P) and (Q) closed.

- A1. Enter lock.
- A2. Close bottom gates (BG). See bottom gate paddles (S) are closed.
- A3. Open ground paddle (P).
- A4. Open top gate paddle (Q) when submerged.
- A5. When lock is full – open top gates (TG).
- A6. Leave lock.

B. GOING UPHILL – LOCK FULL.

- B1. Close top gates (TG). See top gate paddle (Q) and ground paddle (P) are closed.
- B2. Open bottom gate paddles (S).
- B3. When lock is empty open bottom gates (BG). Proceed as in A1–6 above.

C. GOING DOWNHILL – LOCK FULL.

- C1. Enter lock.
- C2. Close top gates (TG). See top gate paddle (Q) and ground paddle (P) are closed.
- C3. Open bottom gate paddles (S).

- C4. Open bottom gates (BG).
- C5. Leave lock.

D. GOING DOWNHILL – LOCK EMPTY.

- D1. Close bottom gates (BG). See bottom gate paddles (S) are closed.
- D2. Open ground paddle (P).
- D3. Open top gate paddle (Q) when submerged.
- D4. When lock is full open top gates (TG) and proceed as for C1–5 above. Close paddles when leaving locks.

Operation of staircase locks at Grindley Brook

A. GOING UPHILL – LOCKS EMPTY.

Gates (A), (B) and (C) closed – paddles (Z), (Y) and (X) closed. Gates (D) open, paddles (W) open.

- A1. Enter No. 3 lock.
- A2. Close gates (D) and gate paddles (W).
- A3. Open ground and gate paddles (Z) and fill No. 1 lock.
- A4. Close ground and gate paddles (Z) and open ground paddles (Y) to fill No. 2 lock.
- A5. Close ground paddles (Y) and open ground and gate paddles (Z) to refill No. 1 lock.
- A6. Close ground and gate paddles (Z).
- A7. Open ground paddles (X).
- A8. When No. 3 lock is full open gates (C) and enter No. 2 lock.
- A9. Close gates (C) and ground paddles (X).
- A10. Open ground paddles (Y).
- A11. When No. 2 lock is full open gates (B) and enter No. 1 lock.
- A12. Close gates (B) and ground paddles (Y).
- A13. Open ground paddles (Z) until gate paddle is submerged, open gate paddle (Z).
- A14. When No. 1 lock is full open gate (A) and leave lock.
- A15. Close gate (A) and lower ground and gate paddles (Z).

B. GOING UPHILL – LOCKS FULL.

- B1. Open paddles (W) and empty No. 3 lock.
- B2. Open gates (D) and enter No. 3 lock.
- B3. Close gates (D) and gate paddles (W).
- B4–B12. As A7 to 15 above.

C. GOING DOWNHILL – LOCKS EMPTY.

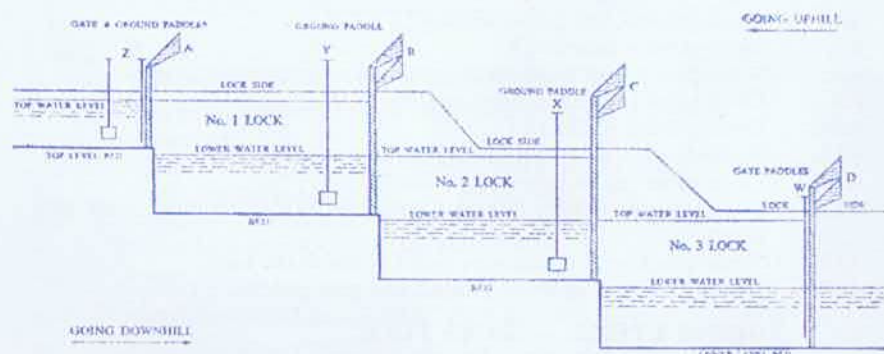
- C1. Open ground and gate paddles (Z) and fill No. 1 lock.
- C2. Close gates (D) and lower gate paddles (W).
- C3. Open gate (A) and enter No. 1 lock.
- C4. Close Gate (A) and ground and gate paddles (Z).
- C5. Open ground paddles (Y).

- C6. When No. 2 lock is full open gates (B) and enter No. 2 lock.
 C7. Close gates (B) and ground paddles (Y).
 C8. Open ground paddles (X).
 C9. When No. 3 lock is full open gates (C) and enter No. 3 lock.
 C10. Close gates (C) and ground paddles (X).
 C11. Open gate paddles (W).
 C12. When No. 3 lock is empty open gates (D) and leave lock.

D. GOING DOWNHILL - LOCKS FULL.

- D1. Open gate (A) and enter No. 1 lock.
 D2. Close gate (A) and ground and gate paddles (Z).
 D3. Proceed to No. 3 lock and half-open gate paddles (W).
 D4. Proceed to No. 2 lock and half-open ground paddles (X).
 D5. Return to No. 1 lock and open ground paddles (Y).
 D6. When water in No. 1 lock has fallen to top level of No. 2 lock, close ground paddles (X).
 D7. Open gates (B) and enter No. 2 lock.
 D8. Close gates (B) and ground paddles (Y).
 D9. Proceed to No. 3 lock and close gate paddles (W).
 D10. Open ground paddles (X).
 D11-14. As C9-12.

Diagram of staircase locks at Grindley Brook



WINDING POINTS

Winding, or turning, points are indicated below for those in charge of vessels which are too long to be turned in the normal width of the canal.

Burland (Nr. Bridge No. 6)	Whixall Ellesmere	Chirk Pontcysyllte
Grindley Brook	Frankton	Llangollen

DRINKING WATER

Hurleston Locks
 Grindley Brook Locks

Ellesmere
 Newmarton Locks

Llangollen

FISHING

Fishing is permitted from the towpath of the canal, but the fishing rights are let to a number of angling clubs. Nevertheless, if application is made to the Estate Officer, British Waterways Board, 1 Dock Street, Leeds 1, a special fishing permit may be obtained, valid for the period of the trip, for fishing from the boat.

BRITISH WATERWAYS BOARD

TELEPHONE CONTACTS

Section Inspector:	Office: Ellesmere 149
	Home: Ellesmere 171
Hurleston Locks	Nantwich 65174
Grindley Brook Locks	Whitchurch 395
Newmarton Locks	Gobowen 238

All enquiries about pleasure craft licensing etc. to:

British Waterways Board,
 Willow Grange,
 Church Road,
 Watford, Herts.

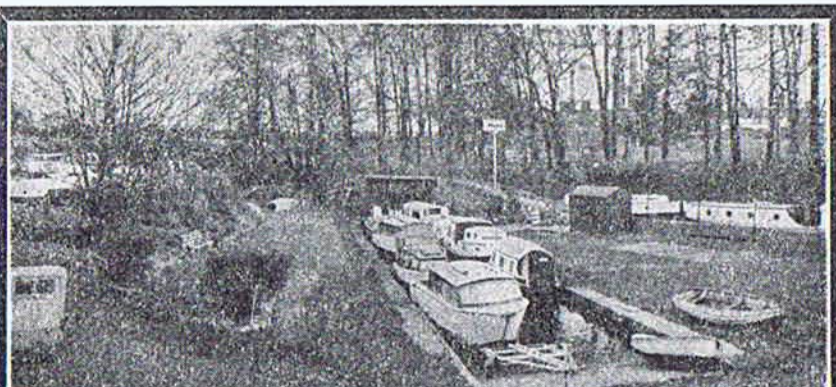
Telephone: Watford 26422

All enquiries about hire-cruisers to:

Fleet Superintendent,
 British Waterways Board,
 Sampson Road North,
 Birmingham 11

Telephone: Birmingham Victoria 2000

(Where a list of all hire-cruiser firms operating on the waterways can be obtained.)



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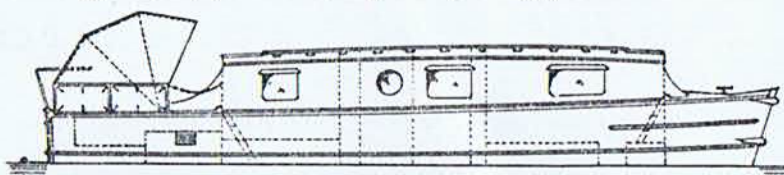
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RIGHT:

The canal at Balmer
Heath near
Welshampton

BELOW:

The Mere at
Ellesmere





Brief encounter



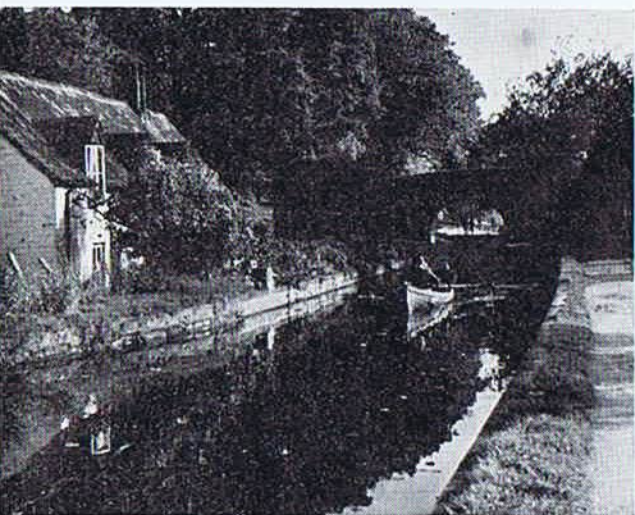
The Pontcysyllte
Acqueduct from the
canal bank on the
Llangollen side



ABOVE: At Newmarton No. 1 Lock

BELOW: Castell Dinas Brân from above Llangollen





Three views of
the canal near
Llangollen

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