MARPLE 1969

ASSAULT!

This weekend 27th-28th September, nearly 100 volunteer workers from the North-West, Midlands and London will converge upon the (at present) unnavigable flight of sixteen locks on the Peak Forest Canal at Marple.

Composed mainly of experienced voluntary waterway workers from the Inland Waterways Association and the Peak Forest Canal Society, they plan, in the space of two days to completely clean out a minimum of five locks, to improve, clean out and make pleasant at least three of the pounds (the area of water between the locks), to paint the lock gates, and to point, and repair, as much of the stonework as possible.

The volunteer workers will be aided by sophisticated equipment including, it is hoped, two mobile 15 cwt. cranes, three sludge pumps, six dumpers and a cement mixer, and amongst other things will serve as a demonstration of what can be achieved in a short space of time by a relatively small but efficient labour force.

All the work, equipment, and transport costs will have been paid for by the volunteers themselves, and their respective voluntary organisations, in this case the I.W.A. and the P.F.C.S., plus an anonymous donation. Dell Plant Hire of Manchester have loaned some equipment at a nominal cost and the British Waterways yard at Marple have contributed the cement mixer.

In addition, Dean's Marina (Chester) are loaning free, the use of a lorry, one dumper, several extension ladders and wheelbarrows, whilst Henry Sykes Ltd., of Sandbach, Cheshire are providing at nominal cost a six inch pump.

To achieve the most out of this, the work force will be obliged to go "all out" for the two days.

Work is due to commence on Saturday at approximately 10.00 a.m. - 10.30 a.m. and is the continuation of five years of voluntary work by the Peak Forest Canal Society to halt deterioration and vandalism.

The work this weekend is a further step towards the eventual restoration of the flight and the entire canal, thus linking Marple by water with Ashton-under-Lyne, Manchester and the 2,000 miles of the Inland Waterway System.

Local comment on this work is over-whelmingly in favour and residents have offered access, where necessary, through their own land and gardens.

Older residents who remember the locks and the canal in its hey day, would be only too pleased to see restoration complete.

Local organiser, Mike Heap, 14 Arkwright Road, Marple, would be delighted to hear from anyone wishing to take part in this unique occasion. Anyone interested should either contact Mr. Heap or report to 'Lockside' on Saturday and/or Sunday.

MARPLE '69' WORKING PARTY 27-28:9:69

INSTRUCTIONS TO FOREMEN

1. The following notes are designed to help you with your task, for it is on your shoulders that a lot of the success or failure of this operation lies. They embody a lot of information and common sense points that you will already know, but it does no harm to make sure everybody thinks the same way.

2 PLEASE keep the personel allocated to you - under no circumstances draw off volunteers working with other teams, or allow your volunteers to be 'borrowed' by other foremen except at the instruction of one of the three site organisers.

3. Site Organisers are:-
Mike Heap - Ian Kemp - Graham Palmer

4. There will be five groups, volunteers will be allocated to the various groups as far as possible prior to the day.

5. They are:-

GROUP ONE	London W.P.G	Foreman	Jim Fleming
GROUP TWO	London W.P.G	Foreman	Brian Kingsmill
GROUP THREE	Peak Forest C.S	Foreman	Peter Harrison
GROUP FOUR	Joint	Foreman	Ted Keaveney
GROUP FIVE	Joint	Foreman	Chris Burton

6. Functions of the groups will be:-

GROUP ONE	Lock & Pound Clearing
GROUP TWO	Lock & Pound Clearing
GROUP THREE	Lock & Pound Clearing
GROUP FOUR	Lock-gate painting
GROUP FIVE	Pointing stonework

7. Groups one to three will be split into two teams:
Team 'A' - Lock Clearing and disposal
Team 'B' - Side Pond/Pound clearing

8. The Group / Teams are:-

	TEAM 'A'		TEAM 'B'
GROUP ONE			
Crane Operator	1. Jim Woolgar	(Asst.)	1. Malcolm Harrington
Dumper Driver	2. Mike Day		2. Val Roberts
Dumper Driver	3. Dave Attwood		3. Mr Roberts
'Bods'	4. Steve Desmond		4. Martyn Denney
	5. Pete Stevenson		5. Chris De. Wet.
	6. Mike Slingo		6. Pete Price
	7. Jim Evans		7. P. Stevenson's Party
			8. Vikky
			9. Paul Money
GROUP TWO			
Crane Operator	1. Peter Higgs	(Asst.)	1. Dave Rayner
Dumper Driver	2. Eric McDowell		2. John Dodwell
Dumper Driver	3. Nigel Stevens		3. F. FRECKNALL PARTY
'Bods'	4. David Gibson		4. " PARTY
	5. Alan Petrie		5. " PARTY
	6. Tom Hill		6.
	7. Frank Hodge		7. John Cadisch
			8+9 John + Maggie Yates
			10. Rosalie Money
GROUP THREE			
Hoist Operator	1.	(Asst.)	1. John Foley
Dumper Driver	2.		2.
Dumper Driver	3.		3.
'Bods'	4.		4.
	5.		5.
	6.		

Continued over

GROUP FOUR
*1. Ted Keaveney
2. Barbara Relkl
3. Susan
4. Mrs Gibson
5. Meghan

GROUP FIVE
*1. Chris Burton
2. Eric Beasley
3. Malcolm Tucker
4+5 Alan + Cindy Norgrove
6. Simon Leach + 7. Nick Hyde.

* indicates Foreman.

9. Please make sure that in the case of teams 'A' & 'B' they are transferred to the 'other job' on the second day, with the exception of crane operators - unless of course the substitute is obviously unfitted to the task. This is your decision.

10. REMEMBER - your main job is to supervise. You will be failing in your job if you get too deeply involved with the work - you will be quite busy enough making sure that all your bods are working at maximum efficiency and all the equipment/materials they need are available and being used correctly.

11. PLEASE NOTE that the mobile crane drivers have been specially selected and under no circumstances are they to be relieved, and he is not to allow any other volunteer to operate the crane - This is essential.

12. Any spare bods who turn up over and above the numbers noted above will be split up initially between the 'B' teams and Groups Four and Five as thought necessary, although this will depend upon priorities and the equipment available.

12. TEAM ORGANISATION:

a. Lock Clearance

When you arrive on site the pumps will already have been installed and working. Please leave them in the position they are. They have been placed with great care. Only consider moving them after consulting the Site Organisers.

The pumps have been placed in that position to enable them to pump in relatively clear water - if the suction hose was placed elsewhere they would have to be pumping water that had passed through the length of the chamber and all the rubbish threin, thus possibly clogging the filter or at best reducing its efficiency.

Please have one of your tem (this could include you) responsible for the pump, its lubrication, fuelling, efficiency and general well-being. Please let GKP know who has been so charged (for each day)

Only three people should be allowed down the chamber (two in respect of Group Three)(other than your pump supervisor, who may have to go down to unclog the filter)....PLEASE make sure this is observed - everybody will, if they can, try to get the job digging out the chamber - you must control this.

The volunteers selected to go down the chamber must be wearing safety helmets (provided) and should start making the initial excavation at the bottom gate (mitre)cills. Once a hole has been dug along the invert it should be a simple matter to work up the lock along the invert (sliding the shovels along the bottom) towards the top gates. In theory the rubbish higher up the lock will help prevent the excess water causing too much bother. Again, please replace one of your people down the chamber at odd intervals with your one spare bod.

Hoising will be done (by Groups One and Two) by mobile Jones KL15 cranes - they should each be equipped with two 15cwt skips - it will be your job to make sure the bods down the chamber always have an empty skip to shovel into when the full one is being hoisted.

over

hoisted/

It is hoped to have a lorry serving the crane at Group One position. The rubbish can then be tipped straight into the lorry. The two dumpers originally scheduled to service the Group One site will therefore be reduced to one and the spare dumper will be re-allocated wherever it will be nedded and will only come into service with Group One when the truck is absent tipping.

IT IS VITAL on all lock sites that nothing is emptied onto the ground. If a lorry or a dumper is not available to tip the skips into, call a break. Double handling must at all costs be avoided

Dumper runs will be to the tip by pound 7-8. This could be our one big problem as a complete run could take 12 - 15 minutes. It will be impossible to achieve our objective if time is wasted on this part of the operation - you must make sure your dumpers and drivers are working at maximum pitch. Warning notices will be erected on roads that dumpers will have to cross (two) to get to the tip for the benefit of drivers and passing motorists.

Stakes and ropes will be available for you to rope off your lock sites - this is a safety precaution.You are responsible for the safety of your team.

b) Pound Clearance

A much simpler job - mainly the problem will be to clear the sedge from the pounds and side pounds. Please place your volunteers so they work as a close-knit team and advance from the outside of the side pond clearing as they go, towards the towpath. Sporadic and patchy clearing will not have the desired effect. Please ensure that as many of this team as possible have waders. Every effort will be made to remove as much water as possible from the pounds but this is bound to be a problem.

Grapnels will be available, but if possible the sedge should be dug-up or uprooted by hand. Kebs and grapnels could be used to pull the now floating sedge towards the bank for stacking a) to be allowed to rot down where suitable or b) for removal by a spare dumper which may be available if it has access to the site.

As you will be mainly concerned with keeping an eye on the chamber clearing party, a foreman has been selected for the 'B' teams to be your assistant

c) Painting Group

Ted Keaveny to be in charge of this team to be composed of female volunteers if possible. They will not be expected to start work until the volunteers clearing the top lock have moved away from the gates, they will then have to transfer to the other mitre gates on the site until the lock has been completely finished with to enable the top gates to be painted.

f) Pointing Group

This will be a self sufficient team, which needs to be enlarged if possible - it is not worth going into further detail here. The size of the party will ultimately depend upon the number of trowells etc available.

13. WORK SCHEDULE This has to be met, which means you (in one case at least) will have to completely clear out a lock in less than a day.

GROUP ONE	Lock 16 and pound 15-16
GROUP TWO	Lock 15 and pound 14-15
GROUP THREE	Lock 14 and pound 13-14

After these locks are cleared, move to:-

GROUP ONE	Lock 13	(Leave your pound clearing team on (pound 15-16 until completed.
GROUP TWO	Lock 12	(When available combine 'B' teams from (groups ONE & TWO to work on pound 12-13

Work Schedule..continued

GROUP THREE	Lock 11	(When finished on lock 14, transfer your dumpers to service the crane on lock 11(see below), your pump to augment that at lock 11 or 12. Manpower to concentrate on the 1,001 final jobs please with spare bods from other Groups. Do not attempt to move hoist to another site unless Lock 14 cleared out very early on second day.
GROUP TWO	Lock 11	(As lock 12 has already been part cleared, this should not take long. (please complete the job and get (stuck into lock 11.

*NOTE Ian Kemp to be in charge of the movement of plant

14. FEEDING AND ACCOMMODATION

No special arrangements are being made re.feeding on site, as the Navigation is at hand and there are chip shops available - usual WPG 'nosh-up' at accommodation Saturday evening and Sunday morning. Volunteers will all be given details of the accommodation.

15. HOURS OF WORK

It is hoped that these will be

11.00am - 1.00pm 2.00pm to 6.00pm Saturday
10.00am - 1.00pm 2.00pm to 5.00pm Sunday

16. GENERAL

This has to be an efficient, safe job to justify the cash that has been spent on it and the claims we make for ourselves. If we prove we can do a good job at reasonable cost - YOU-KNOW-WHO will have little grounds for refusing us other work.

Speed is essential - please make it a matter of Group pride that you clear out your locks/pounds as quickly as possible (in the case of the locks please make sure this is thorough) This is why you have been equipped with mobile cranes to facilitate the quick transfer of plant from one site to another.

17. FINALLY

I'm sure that if you were organising this you would all do it an entirely different and better way. Please humour me just this once, and put all you have got into doing it as outlined above.

G.K.P

**NOTES The missing names on the Group Lists will be notified to the Organisers and Foremen as soon as possible
Where applicable, could M.Heap and PFCS Foremen please advise their selection.
Please bring your lists up to date when notified.

MARPLE '69

Volunteer notes and information

ROBIN

1. This years combined PFCS - London WPG project is, as has been explained before, an experiment. An experiment in the efficient use of your labour.

2. What we propose to do is to clear out:-
Locks 11, 12, 13, 14, 15, 16
Pounds 16-15. 15-14. 14-13 and if possible 13-12.
Also a certain amount of pointing is to be done by a specialised gang (if possible) and all the lock gates 11 - 16 will be painted.

3. You will appreciate that this is a tremendous task for such a relatively small work force. Neverthelss we must achieve as much as possible to justify the amount of cash spent on plant and equipment.

4. To try and improve on efficiency five Groups will be formed, they are:-

GROUP	JOB	FOREMAN	ASST.F'MAN
One	Lock & Pound Clearing	Jim Fleming	M.Harrington
Two	Lock & Pound Clearing	Brian Kingsmill	Dave Rayner
Three	Lock & Pound Clearing	Peter Harrison	John Foley
Four	Painting	Ted Keaveney	-
Five	Pointing stonework	Chris Burton	-

Groups One, two and three will be split up into two sections 'A' and 'B' - Sections A will initially be responsible for lock clearance and 'B' for pound clearance.

You have been allocated to Group ——— Section PLANT MAINTENANCE SAFETY OFFICER

5. It is essential that you stay with the Group/Section you have been allocated to:- The foreman will probably transfer you to the 'other job' on the Sunday. Please follow your Foreman's instructions - to fail to do so will prejudice the sucess of the operation.

6. ACCOMMODATION: This will be in ALL SAINTS CHURCH HALL in Chadwick Road (please see sketch map). It will be available to us from 9.30pm on Friday night until 9.30am SHARP on Sunday morning.
A re-think has lead me to believe that long distance volunteers would be well advised to travel up to Marple on the Friday night to save having to drive four or five hours and then work for a day on top. This will be sorted out with the travel arrangements later. But abyway, the accommodation is available for Friday night. The accommodation has cooking stoves - water - toilets etc. all you need bring along is the usual sleeping bag, lilo/camp bed if required, knife, fork, spoon, plate, mug - it will be a help if someone could bring along the odd saucepan or fry pan though.

7. ON ARRIVAL ON SITE (Saturday Morning) - and this includes <u>everybody</u> Please go to the British Legion Car Park (see map - this is reached by going across the bridge just below the top lock) and park at the <u>far end</u> of the car park. THEN Book in at Control, where you will be given any final details and your requirements re. food, accommodation will be checked. Please stay in the car park until the Groups are formed.

8. FOOD will be available on Saturday morning - if I know you will be travelling Friday night. The usual WPG 'Nosh Up' on Saturday evening and Sunday Morning. Arrangements have been made with a local 'chippie' to serve fish & chips on Saturday and Sunday lunchtimes if you advise control when you check in. Tea will be available on site and for Friday night arrivals. The 'Navigation will be available for liquid lunches during working hours.

10. IF YOU CAN POSSIBLY BRING THEM, try to bring waders - it will be necessary to get into the pounds to clear the sedge and we are unable to guarantee that you will be able to survive in the pounds in gum-boots only.

11. THE WORK.....

GROUP ONE will have the job of clearing out Lock 16 and pound 16-15 on the Saturday and Lock 13 and to assist on pound 12 - 13 on the Sunday.
GROUP TWO will have to clear Lock 15 - and pound 15 - 14 on the Saturday and Locks 12 and 11 plus pound 12-13 on the Sunday
GROUP THREE will have to clear Lock 14 and pound 14 -13 during the weekend
GROUPS FOUR AND FIVE will be painting and pointing respectively.

This may seem impossible, but I am convinced it can be done provided you all set out to reach our objective.

Please try to make sure you do not spoil the gardens that adjoin some of the side pounds - only go on to them where barrow - runs have been laid, or where permission has been obtained.

12. IF YOU ARE IN CHARGE OF ANY OF THE MECHANICAL PLANT - please report any faults to your foreman - especially DO NOT run dumpers with flat tyres.

13. EVENING CELEBRATION - at the 'Navigation' on Saturday Night, they are expecting us - and they will welcome us, please try to be there.

TRANSPORT

PASSENGERS PLEASE TELEPHONE YOUR DRIVER AS SOON AS POSSIBLE AND ARRANGE A PICK UP POINT AND TIME. ALSO DECIDE ON A FRIDAY OR SATURDAY START, AND TRY TO FIT IN WITH YOUR DRIVERS ARRANGEMENTS.

ROSALIE MONEY	(Car One)	- Telephone Stanford-Le-Hope 3738	(Home)
JOHN CADISCH	(Car Two)	- Telephone 435 - 7718	"
SIMON LEACH	(Car 111)	- Telephone Putney 6074	"
JIM EVANS	(Car 1V)	- Telephone 839 - 7799 Exn 248	(Work)
ALAN PETRIE	(Car V)	- Telephone 455 - 8505	(Home)
ROBIN HIGGS	(Car VI)	- Telephone Chobham 7314	(Home)
PETER HIGGS	(Car VII)	- Telephone Chobham 8950	(Home)

YOUR CAR IS * PLEASE MAKE CONTACT WITH YOUR DRIVER NOW.

14. Note there will be 16 cars in all coming from the London Area, not counting the local cars, so please park neatly on Saturday morning at the British Legion.

I will be available to answer any problems until Thursday night, please ring 01.346.4949 after 7.30pm - or local volunteers contct Mike Heap.

FURTHER DETAILS FROM LOCAL ORGANISER

YOU WILL EXPECT A CALL FROM MARTYN PLEASE ROB AS DISCUSSED TODAY — THANKS FOR EVERYTHING

HAVE MARKED ON YOUR FOREMAN'S INSTRUCTIONS THE POINTS I WOULD LIKE YOU TO KEEP AN EYE ON FROM THE SAFETY ANGLE.