Birmingham University Field Archaeology Unit
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An Archaeological Assessment of Aldersley Junction, Wolverhampton, West Midlands (SMR 8629)

by
Birmingham University Field Archaeology Unit

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Contents

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1 Introduction

This report has been produced on behalf of the Technical Services Department of Wolverhampton Metropolitan Borough Council. Its scope is threefold. The first aim is to assess the archaeological importance of the Aldersley Junction canalside site (SMR 8629) through a combination of desk-based research and walk-over survey. The second aim is to offer an appropriate provisional strategy for the archaeological investigation/consolidation of any archaeological remains. The third aim is to provide a broad set of recommendations for the interpretation of any archaeological remains.

The project was commissioned following discussion between Wolverhampton M.B.C., British Waterways and Wolverhampton City Challenge and Black Country Groundwork, concerning schemes to maximise the recreational potential of the Aldersley Junction site. In the short term it is envisaged that the site be made safe and perhaps some interpretation panels put up, while in the longer term landscaping, picnic and interpretation schemes have been proposed. It should be recognised that any archaeological implications arising from these proposals form one of several components within the overall development plan, including health and safety concerns and environmental issues relating to the site.

This report outlines the results of the first stage of archaeological work defined in the archaeological brief prepared by Hilary White of the West Midlands Joint Data Team, archaeological adviser to Wolverhampton M.B.C. (White 1996). The report is presented in the form of an archaeological assessment and adheres closely to English Heritage guidelines for the specification of project designs (English Heritage 1991). The Secretary of State's Criteria for Scheduling Ancient Monuments (*Annex 4: Planning Policy Guidance Note 16: Archaeology and Planning*; DoE 1990) has been used to provide a nationally recognised coherent framework against which the archaeological importance of the site can be assessed.

2 Background

Aldersley Junction is situated at the junction of the Staffordshire and Worcestershire Canal (Staffs. and Worcs.) and the Birmingham Canal Navigations (BCN). It was designated part of the 'Wolverhampton Locks' Conservation Area in 1975. The Aldersley Roving Bridge (No.64) is a listed building. In addition, the lock at the end of the Birmingham Main Line Canal is also listed. This lock is the last of a flight of 21 locks between the Wolverhampton Broad Street Basin and Aldersley Junction. The flight of 21 locks was recently designated the 'Wolverhampton Locks Trail' and an attractively produced trail guide produced by Wolverhampton M.B.C..

In the past there has been some confusion concerning the precise name of the canal junction. These problems originated with the Act of 1768 for the Birmingham Main Line Canal that authorised a line to join the Staffs. and Worcs. at 'Autherley otherwise Aldersley'. Aldersley Junction became the accepted name for the site during the 19th century, and is the name followed by this report. Autherley Junction has been taken to refer to the junction between the Staffs. and Worcs. and the Shropshire Union Canal situated about 1km north of Aldersley Junction. However, it should be noted that after 1919 the Ordnance Survey have referred to Aldersley Junction as Autherley No.1 Junction and the junction between the Shropshire Union and the Staffs. and Worcs. as Autherley No.2 Junction.

3 Site Description (site centred on NGR SJ 9035/0115)

The location and extent of the Aldersley Junction site as defined by the present survey is delineated on Figure 1. For the purposes of this report the site was further divided into two main areas which are labelled Area I and Area II on Figure 2. These areas mirror the respective ownership of the Staffs. and Worcs. (Area I), and the BCN (Area II). Area I is further subdivided into four zones Ia, Ib, Ic and Id, which are also depicted on Figure 2. These sub-zones were defined on the basis of differences in current landuse, and historical and archaeological potential. Various surviving canalside features identified during the present survey are defined on Figure 3, while Figure 4 denotes current landuse and areas of dumping. In addition, the former location of each significant structure or complex of buildings identified from the historical mapping is given on Figure 5, each building or group of buildings being distinguished alphabetically.

4 Historical Summary

Aldersley Junction was one of the busiest and most important junctions on the Staffs. and Worcs. It was a key arterial route from the heart of the canal system, the BCN, to the Atlantic ports of Liverpool in the Northwest and Bristol in the Southwest. As a reflection of this importance Aldersley Junction was once the site of several canalside buildings including a lock-keepers cottage, toll houses and stables. These buildings were still standing for a period after the nationalisation of the canal network in 1948, but have subsequently been demolished.

The history of Aldersley Junction really begins on September 21st 1772 with the completion of the Birmingham Main Line Canal from Wolverhampton under the supervision of Robert Whitworth and Samuel Simcock, both assistants to James Brindley, who earlier in May 1772 had overseen the completion of the Staffs. and Worcs.

Before 1772 the area occupied by Aldersley Junction would have formed an indistinguishable part of a rural landscape which spread around the northwest of the emerging industrial town of Wolverhampton. The site is located within a glacial melt-wash channel called the Aldersley Gap, later chosen by Brindley as the route for the Staffs. and Worcs. Canal. Aldersley Junction was situated within the large historic parish of Bushbury, which was characterised in the medieval period by fragmented rural settlement centred on a number of manors, commonly associated with a moated enclosure. The nearest manorial enclosures to Aldersley Junction were in Oxley to the east, and Dunstall to the south. Each lie over 1km away, and, therefore, it is perhaps not surprising that no evidence has been found for medieval or earlier settlement or activity in the immediate vicinity of Aldersley Junction.

All lockage water from the BCN's flight of locks from Wolverhampton belonged to the Staffs. and Worcs. as the senior canal. However, this water was the only commodity allowed to flow freely between the two companies. Tolls were charged as boats passed from one company to another and so the tiny, isolated, canalside hamlet of Aldersley evolved to regulate the lucrative traffic. The toll houses which were situated in Structures B and E, and later in Structure D (Figure 5; S.R.O. D31186/8/1/30/89), were prominently placed with full views of the canal traffic in each direction. However, when the canal network was nationalised in 1948 the raison d'etre for the settlement at Aldersley Junction largely ceased, and with the continuing post-war decline in canal traffic the buildings fell into disuse and were demolished sometime in the 1960s.

5 Field Remains (Figures 2, 3 and 4)

The summary given below of visible site remains and known potential for buried remains is based upon a walk-over inspection by the author, a short conservation report by British Waterways (Blake 1995), a Habitat Appraisal and Management Recommendations (Tandy 1995) and information provided by Mr Iain Fulton. These reports, combined with other general secondary histories of the canal network in the West Midlands, comprise the only previous studies of Aldersley Junction identified as being carried out prior to this archaeological assessment. It should be noted, however, that the results of the walk-over survey carried out in mid-June 1996 were hampered by the dense scrub covering much of the site.

Taking each of the defined areas in turn:-

Area Ia

This area is defined to the south by a tall, stone retaining-wall facing the tow-path of the Birmingham Main Line Canal. The stone wall has been repaired in places by patches of brickwork and is surmounted by a damaged series of iron railings which originally demarcated the boundary between the Staffs. and Worcs. and the BCN. The stone wall sweeps round to the west following the bend in the canal and here the tow-path rises up over the Aldersley Roving Bridge (No.64) and onto the Staffs. and Worcs. Canal. There are substantial remains of a brick staircase and walls which once defined a building situated in the southwest return of the perimeter stone wall. There is clear documentary evidence that these remains are of a toll house (Structure D), built after the main canalside complex in the 1830s (S.R.O. D 3186/8/1/30/89).

There is a horse arch under the Aldersley Roving Bridge (No.64) on the eastern side of the Staffs. and Worcs. Canal which once gave access to the complex of buildings (Group B; Figure 5) owned by the Staffs. and Worcs. on this side of the canal. The top-most voussoirs of several barrel-vaulted brick 'cellars' can be seen to the north east of Bridge No.64 set back from the modern bank of the canal. Limited access is possible into some of these voids over a substantial bank of spoil and building debris which has built up, presumably a recent product of the original demolition of these buildings and dredging of the canal. It has been suggested that these 'cellars' formed part of the old tow-path stables (Blake 1995). Although it should be stated that in the course of the present, albeit limited, initial documentary survey no evidence was found of a function for any of the specific buildings within Building Group B. However, the presence of the horse arch under the Aldersley Roving Bridge No.64 may give some credence to the above assertion, and if this were the case the survival of a canal stables in West Midlands would give these remains some rarity value.

The outer line of these 'cellars' corresponds with the west-facing elevation of the buildings labelled Group B on Figure 5. The location of the known 'cellars', together, perhaps, with other as yet unidentified 'cellars', can therefore be determined accurately by comparison with Ordnance Survey maps produced prior to the demolition of the canalside buildings (reproduced as Appendix 1), particularly as the overgrown nature of the site makes survey today almost impossible. Several photographs taken of these buildings prior to demolition (some of which are reproduced in Appendix 3) indicate that the ground level was originally much lower next to the canal, and that these 'cellars' more probably represent the survival of ground floor rooms, possibly terraced into the side of the canal embankment. In fact, it is likely that the rise in the level of the ground surface here has preserved significant sections of the lower storey of the canal frontage of Building Group B intact.

However, these voids also represent a considerable safety hazard, particularly as several excavations have been made through the top of the barrel-vaulted ceilings. Recommendations for archaeological monitoring of any proposed consolidation are given below.

Today the northern boundary of Area Ia is difficult to determine accurately on the ground given the dense scrub cover, but it is the northern boundary of the access to the canal depicted on the 1946 Ordnance Survey Map (Appendix 1). Likewise, sections of a low brick wall survive in places along the eastern boundary of this sector which once marked the limits of gardens situated to the rear of Building Group B. Clearance of the dense scrub would probably reveal the foundations of several other minor outbuildings and boundary walls depicted on old maps within Area Ia, although the desirability of this clearance would have to be balanced against concerns for the flora and fauna.

Area Ib

Area Ib comprises a narrow enclosure situated against the eastern bank of the Staffs. and Worcs. Canal immediately to the north of Area Ia. It is currently covered in very dense vegetation, which precluded detailed examination. However, the historical map evidence suggests that this area was always peripheral to the main canalside complex at Aldersley Junction, being classified as gardens belonging to Alexander Hordern, occupied by Thomas Mattocks in the Tithe Survey of 1845 (Appendix 1). It is probable that Thomas Mattocks occupied the northernmost building (Building A, Figure 5), and that this building may not have been owned by the Staffs. and Worcs. Canal Company in the mid-19th century. Building A is, however, situated within Area Ia. The only buildings depicted upon any 19th century maps within Area Ib are a group of very narrow buildings situated adjacent to the canal bank, which may have been either sheds or stores. Therefore, little archaeological or historical significance can be assumed for Area Ib, which, given the dense vegetation cover, may not be considered for inclusion within any scheme to enhance the Aldersley Canal Junction.

Area Ic

The boundaries of Area Ic are not as distinct on the ground as depicted by recent Ordnance Survey mapping. Nonetheless, the presence of several apple and pear trees here suggests that the area was once an orchard. In 1845 this parcel of land was called 'house close' although the boundaries of the orchard relate most closely to those first depicted on the 1946 edition of the Ordnance Survey Map. A separate building (Building C, Figure 5) was situated adjacent to the eastern boundary of Area Ia, and slight remains of this structure are just discernible on the ground today. Again, given the relatively recent date of any activity within Area Ic, apart from archaeological monitoring of any groundworks in the vicinity of Building C the reinstatement or enhancement of any existing orchard planting here is more a concern of the conservationists and environmentalists.

Area Id

This area is currently under meadow. There is no historical evidence of any significant activity within Area Id, although the former presence of an early-20th century sewage works associated with an aqueduct over the Staffs. and Worcs. Canal still situated north of the railway viaducts should be noted. This sewage works was located immediately to the east of Area Id, and is therefore outside the current survey area.

Area II

Area II lies wholly within the land formerly owned by the BCN. Therefore, it stands in contrast to each of the areas defined above. Apart from the lock bridge and Lock 21, only the footprint of the canalside building (Structure E, Figure 5) once situated here is discernible on the ground today, together with a small flight of steps leading from that building into the garden behind. Again, there is evidence that the ground levels adjacent to the canal have been infilled by recent dumping, and so it is possible that like Building Group B in Area Ia, substantial lower storey components of Structure E survive underground. Also, the planting within the garden of Area II may be worthy of consideration for reinstatement.

6 Discussion

The importance of the site may usefully be discussed in relation to the set of selection criteria proposed by the Secretary of State in PPG 16 (DoE 1990).

Period: The time-span of the Aldersley Junction site covers a period of almost 225 years, from the linkage of the BCN and Staffs. and Worcs. Canals in 1772 up to the present day. This represents a crucial period in the industrial development of the West Midlands Region and the canal network.

Rarity: While several examples of canal junctions still survive today in much better condition than Aldersley Junction, Aldersley Junction was one of the most important junctions within the canal network. In addition, the site offers a unique opportunity to incorporate an archaeological dimension to the display and presentation of the heritage of the canal era. Moreover, the demolition of these buildings in the 1960s after they had become redundant means that surviving below-ground archaeological and building evidence has probably not been affected by later adaptations and uses not directly related to the function of the buildings and the canal.

Documentation: (Outlined in the References section and Appendices, below). There is good historical documentation for the site, including a good series of maps and other related canal company information. This would be significantly enhanced should evidence be found for the former function and usage of the various buildings which comprise the canalside complex.

Group Value: Aldersley Junction not only commands an important place within the West Midlands canal network, but also derives group value when considered with other important monuments of the industrial era in the immediate vicinity, including the Oxley Railway Viaducts and sewage aqueduct to the north of the site, and most importantly its position at the end of the flight of 21 locks from Wolverhampton.

Survival/Condition: While the bulk of the buildings associated with the canal junction was demolished in the 1960s, significant survival of the lower storeys of this complex may be expected underground, which, if exposed, would complement the surviving standing structures here.

Fragility/Vulnerability: The standing structures on the site are well maintained and in good condition. The condition of any below-grounds remains is difficult to fully assess without excavation. However, inspection of the 'cellars' in Area Ia indicates that some remedial work will have to be carried to make these structures safe should they be exposed. Otherwise, given its remote location, the site is not under any foreseeable development pressure other than that of the proposed scheme.

Potential: Despite its relatively remote location Aldersley Junction may be regarded as having a high potential as a recreational and interpretative facility combining present day leisure uses of the canal and tow-paths with an opportunity to explain and present something of the history of this place. The site occupies a strategic position at the end of the 21 Locks Trail, and, as such, is in a unique position to offer an architectural, historical and archaeological summary for users of that facility. In addition, the canals tend to be used by people with an interest and respect for them, and therefore problems of vandalism, whilst obviously needing to be addressed during the design stage of any proposed scheme for the site, may not be considered to be too serious a potential problem. The 225th anniversary of the opening of Aldersley Junction in 1997 also offers a unique opportunity to promote this site, possibly also linking in to the 225th anniversary of James Brindley's death which also occurred in 1772.

Lastly, the site is suited to a number of different levels of response. It does not demand one particular type of treatment. For example, a low-key approach, including basic safety work and tidying of the dense scrubland with limited interpretative facilities (possibly a board or two) might easily be applied to the site. Alternatively, a more ambitious scheme, including clearance of infilled ground floor space and reinstatement of original levels around the bank of the canal, together with a more ambitious interpretation facility, seems equally applicable. The key limit upon the development of the site would appear to be its relatively remote location and the absence of service provision. If substantial investment were to be made then some form of permanent supervision would probably be necessary to maintain the site in a reasonable condition. This would inevitably require provision of basic services.

7 Recommendations for Preservation

A provisional strategy for an archaeological investigation and for the consolidation of any archaeological remains is described below. Whilst this includes a broad set of recommendations for the interpretation of the archaeological remains, it should be remembered that the needs of the environment will need to be balanced with those of the archaeology.

Archaeological monitoring of any proposed clearance, consolidation and groundworks within the grounds would be required to allow the recovery and recording of floor plans. This would facilitate a comprehensive study of the buildings and would enhance our understanding of their sequence, function, form and historical flow patterns. Archaeological monitoring should be complemented by further more detailed documentary study. It may also be possible to develop the excavation and recording programme to form part of the educational and leisure programme itself.

It is recommended that a small digger be used for all groundworks, as the site is not accessible for a JCB. The problem of spoil and implications for safety should also be considered. In the meantime, before any further work is undertaken the cellars should be backfilled to make them safe.

A specific set of ideas can be proposed for each archaeological area in turn. These are as follows:-

Area Ia

Limited clearance of scrub to reveal wall footings.
Clearance of 'cellars' and waterfront.
Make the area structurally safe, repairs to be made and the buildings displayed.

A small excavator would need to be used in this area, as access is over the bridge. Spoil resulting from the clearance and groundworks could be removed via the canal.

Building recording of this area should aim to recover the floor plans of Buildings A and B and to record the sequence of the buildings' development. This should be complemented by a documentary study and a report should be produced for each building.

Initial assessment and a preliminary inspection has suggested that Building D would appear to be the most suitable structure to rebuild. The Stables in Building B would provide a viable alternative.

Area Ib

No intervention is recommended in this area. It should be kept for the existing flora and fauna.

Area Ic

The reinstatement or enhancement of the existing orchard may be considered within Area Ic. Any groundworks arising from these proposals within the vicinity of Building C should be monitored archaeologically.

Area Id

No intervention is considered to be necessary within this area.

Area II

Limited stripping of the present surface would be needed to reveal the groundplan of the building. Older planting within the garden of Area II may be considered worthy of consideration for reinstatement.

8 Recommendations for Presentation

There are three main schemes to be considered:

i) Display Panels.
ii) Clearance of the cellars.
iii) Permanent rebuilding of Building D.

i) Display Panels

This would be the easiest option, and also the cheapest, to complete. It is suggested that three panels be constructed, one by the junction, one within Area II and one by the bridge. The first panel would comprise a general history of the site, placing it into a historical context with the use of photographs and historical maps. The panel in Area II would contain detail on the former Birmingham Canal Navigations, and the third panel, by the bridge, would provide information on the Staffs. and Worcs. canals.

Specific recommendations for these display boards could be formulated, detailing the text, photographs, documentary evidence and historical maps.

ii) Clearance of the cellars

Once the cellars had been cleared and made safe, they could be presented to the public with the aid of text and photographs, centring on the history of the buildings, their character and association with the canals. This could be complemented by text and photographs describing the cellars' role as the canal stables.

iii) Permanent Rebuilding of Building D

The rebuilding of this structure would allow for the housing of a permanent interpretative centre, which could itself be enhanced by the provision of recreational and educational facilities. The provision of refreshments and the development of an existing leisure use of the canal and its tow-path would help to attract people to the centre. Schemes such as the hiring of cycles, or a walking trail around the canal, could be considered. This could be complemented by the provision of an aural historical guide, which has been found to greatly enhance the visitors enjoyment at other sites around the country.

9 Useful Contact Addresses

British Waterways Archives
Roy Jamieson, Curator
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11 References

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White, H. (1996) *Brief for an Archaeological Assessment at Aldersley Junction Wolverhampton, West Midlands (SMR 8629).*

12 List of Appendices

Appendix 1

Historical Maps and Selected Ordnance Survey 1:2500 maps from Ist Edition (1887) onwards

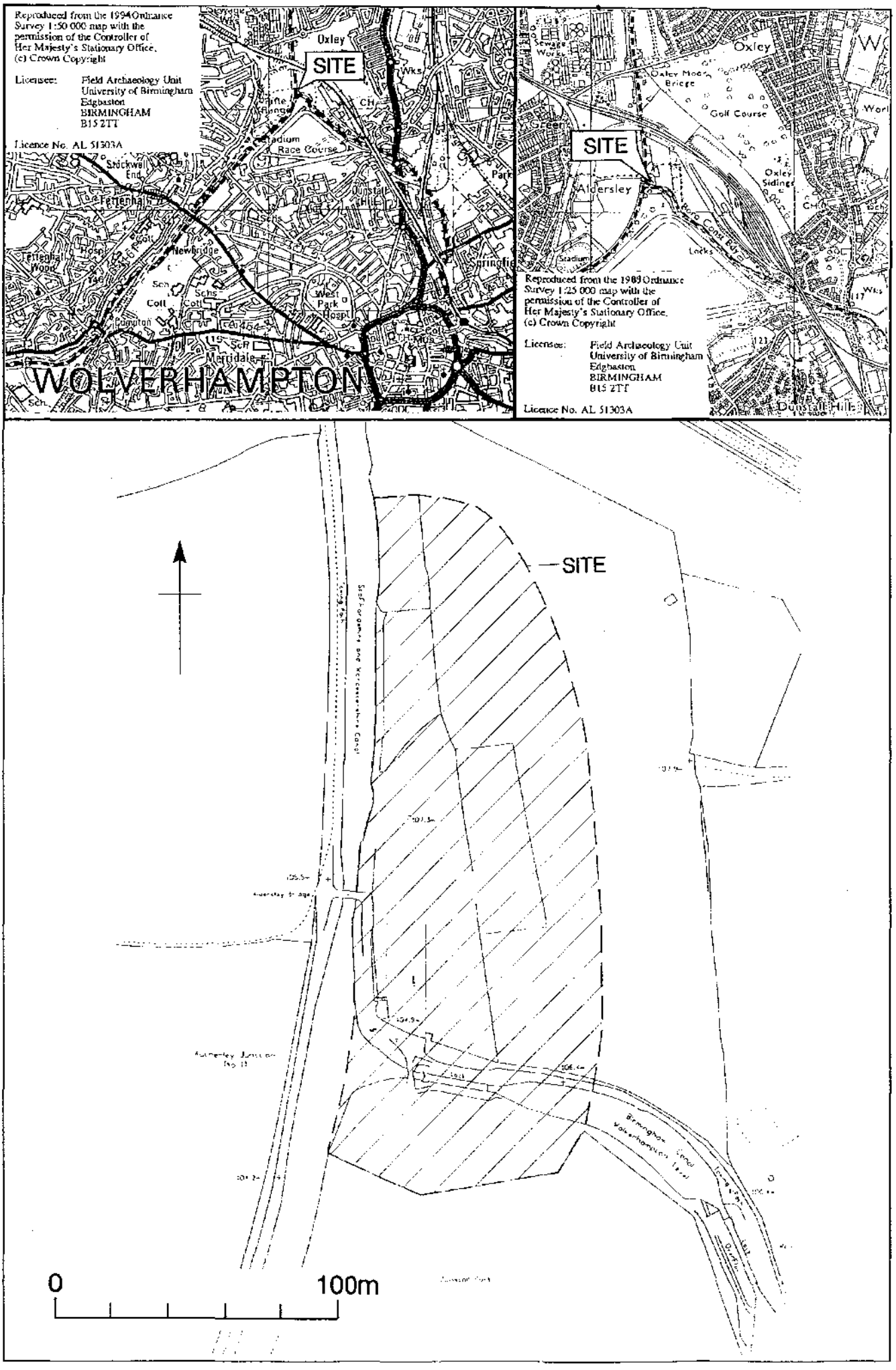
Appendix 2

Selected Lists of Primary Material available from:
i. British Waterways Archives
ii. Staffordshire County Record Office (S.R.O) and William Salt Library (W.S.L.)

Appendix 3

A selection of historic photographs of Aldersley Junction (Plates 1-12)

List of Figures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Licence No. AL 51303A
SITE
Oxley
Stockwell End
Fenenhall
Newbridge
Fenenhall Wood
Hosp
Sch
Coll
West Park Hosp
Compton
Merridale
WOLVERHAMPTON
Race Course
Dunstall Hill
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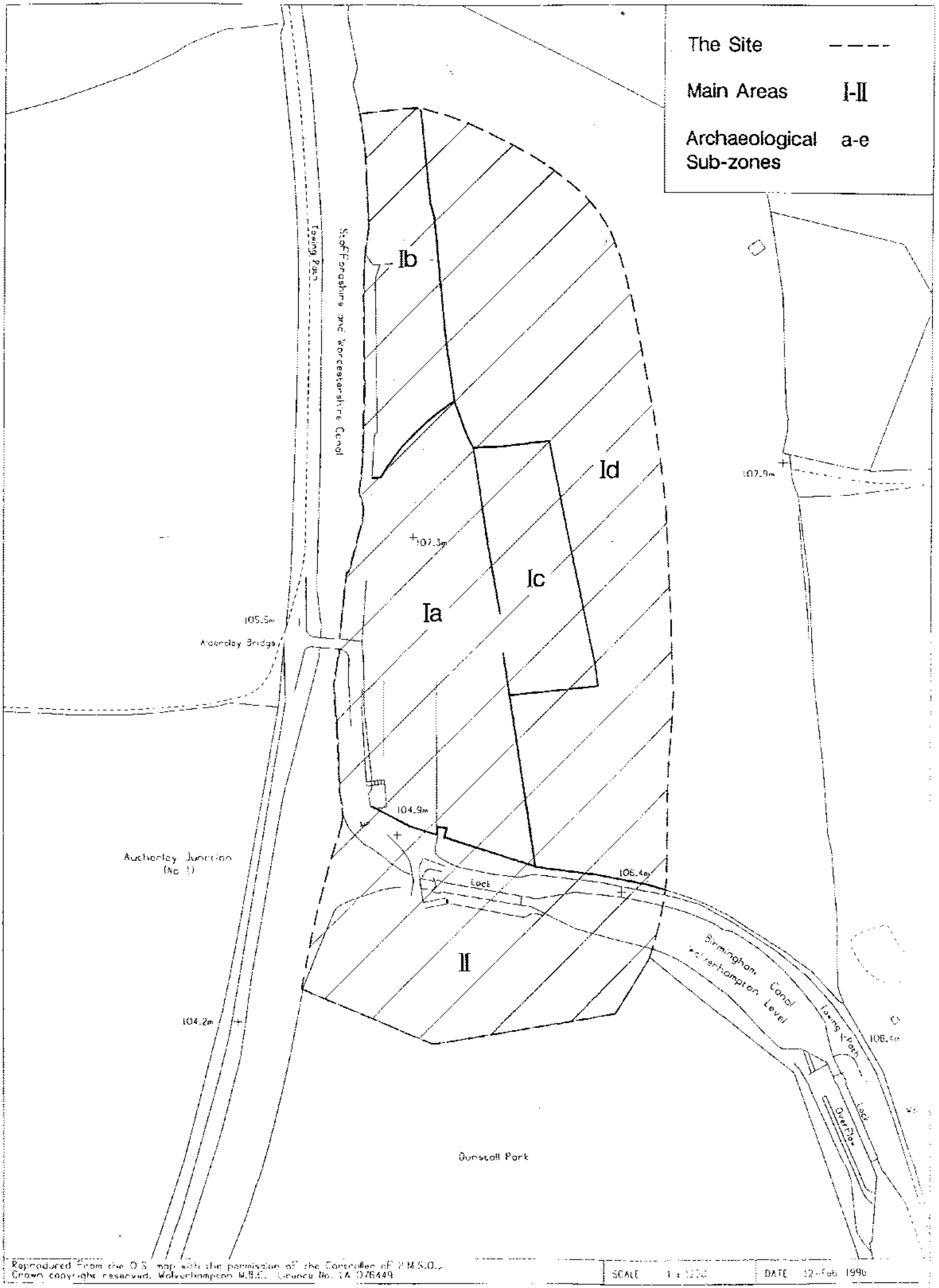
Aldersley
Oxley Moor Bridge
Golf Course
Oxley Sidings
Locks
Stadium
SITE
0
100m

Figure 1


The Site
Main Areas I-II
Archaeological Sub-zones a-e
Ib
Id
Ic
Ia
II
Staffordshire and Worcestershire Canal
Towing Path
Aldersley Bridge
Autherley Junction (No 1)
Lock
Birmingham Canal Navigations Wolverhampton Level
Towing Path
Overflow
Lock
Dunstall Park
105.5m
107.3m
104.9m
106.4m
107.9m
104.2m
106.4m
Reproduced from the O.S. map with the permission of the Controller of H.M.S.O.
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SCALE 1 : 1250
DATE 12-Feb 1990

Figure 2

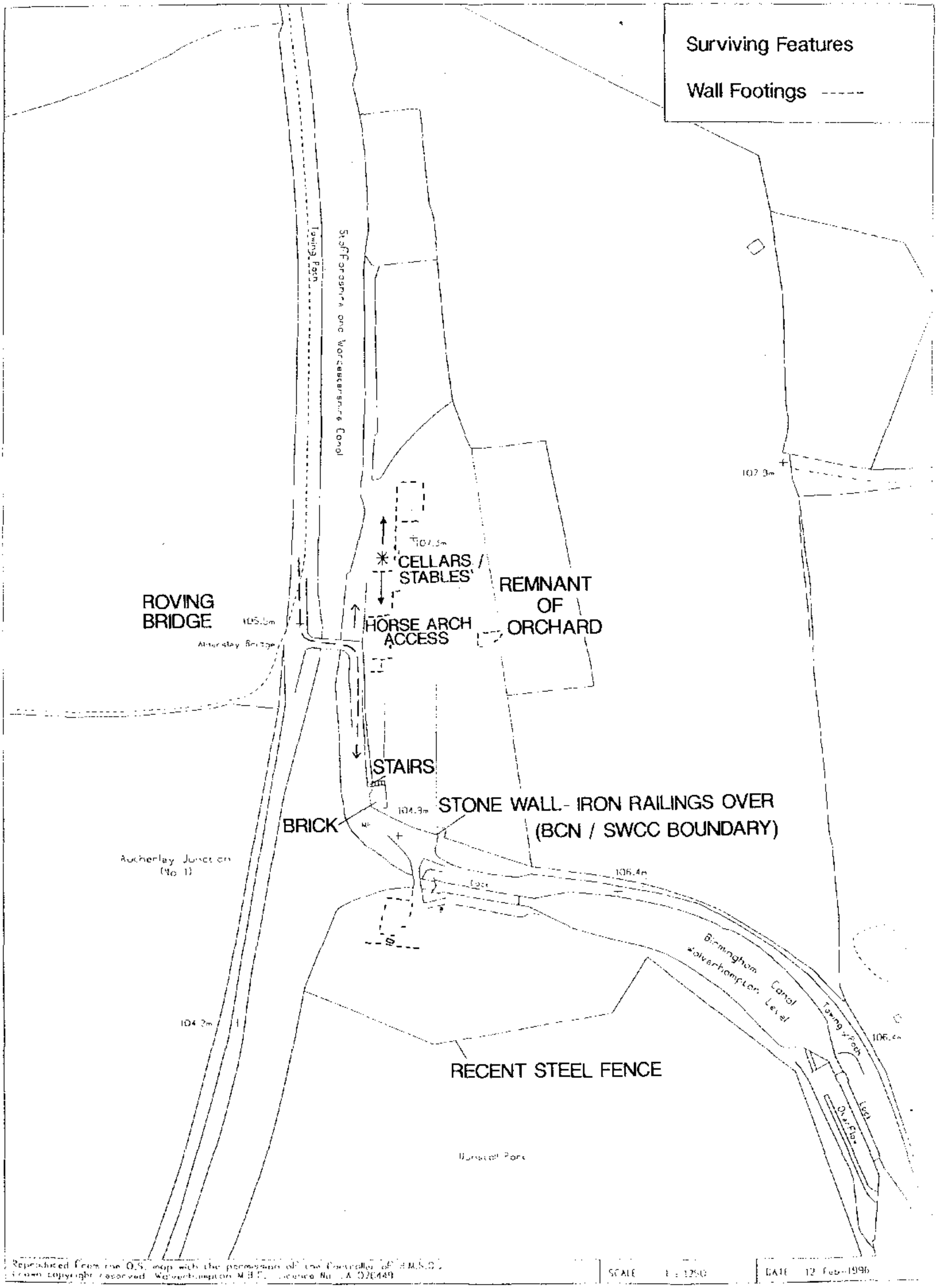
Surviving Features
Wall Footings -----
'CELLARS / STABLES'
REMNANT OF ORCHARD
ROVING BRIDGE
HORSE ARCH ACCESS
STAIRS
STONE WALL- IRON RAILINGS OVER (BCN / SWCC BOUNDARY)
BRICK
RECENT STEEL FENCE
Birmingham Canal Wolverhampton Level
Towing Path
SCALE 1 : 1250
DATE 12-Feb-1996

Figure 3

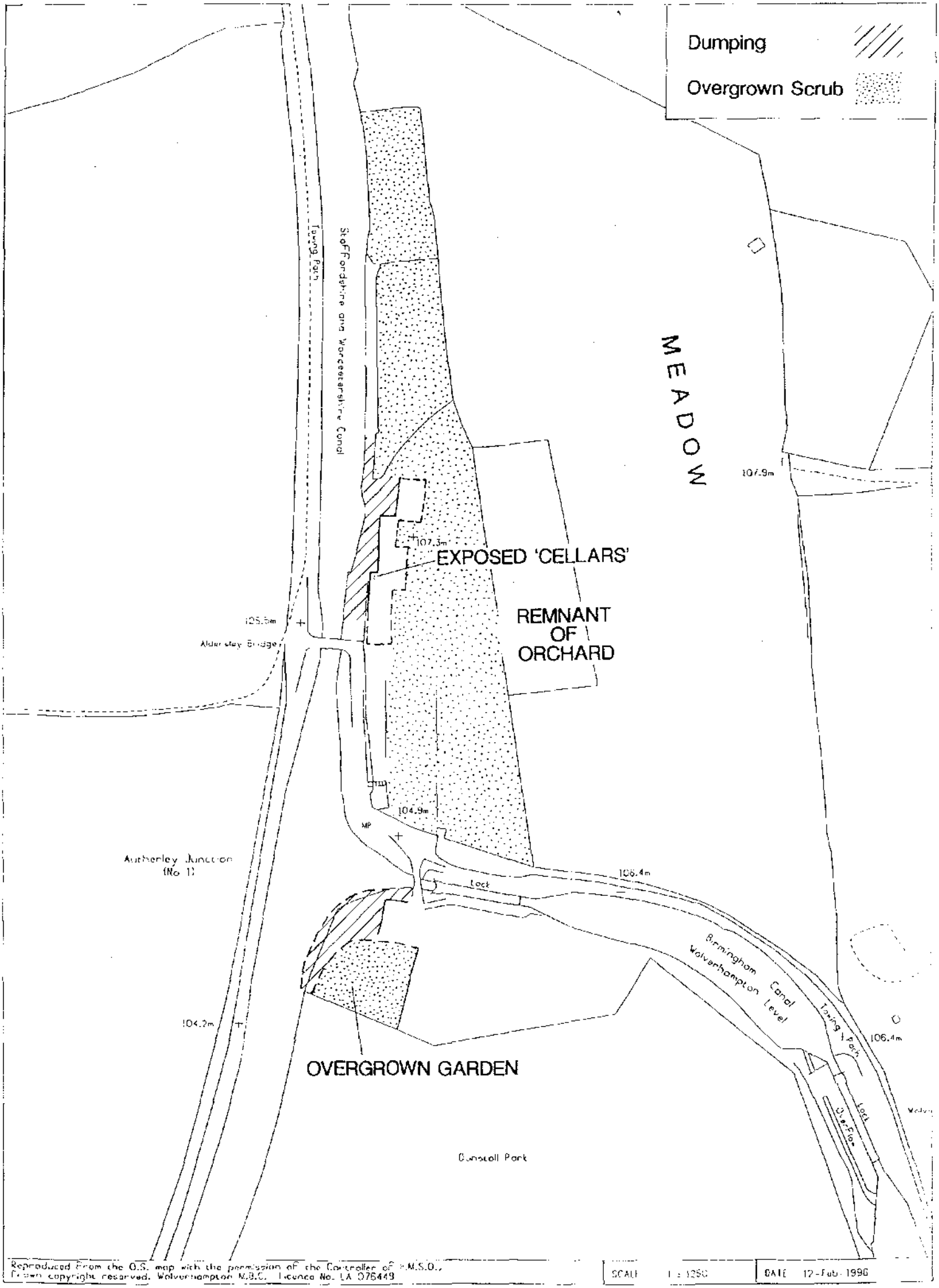
Dumping
Overgrown Scrub
MEADOW
EXPOSED 'CELLARS'
REMNANT OF ORCHARD
OVERGROWN GARDEN
Staffordshire and Worcestershire Canal
Towing Path
Autherley Junction (No 1)
Birmingham Canal Navigations Wolverhampton Level
Lock
Overflow
Dunstall Park
107.9m
107.3m
105.5m
104.9m
104.2m
106.4m
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Figure 4

APPENDIX 1

Historical Maps and Selected Ordnance Survey 1:2500 maps from Ist edition onwards

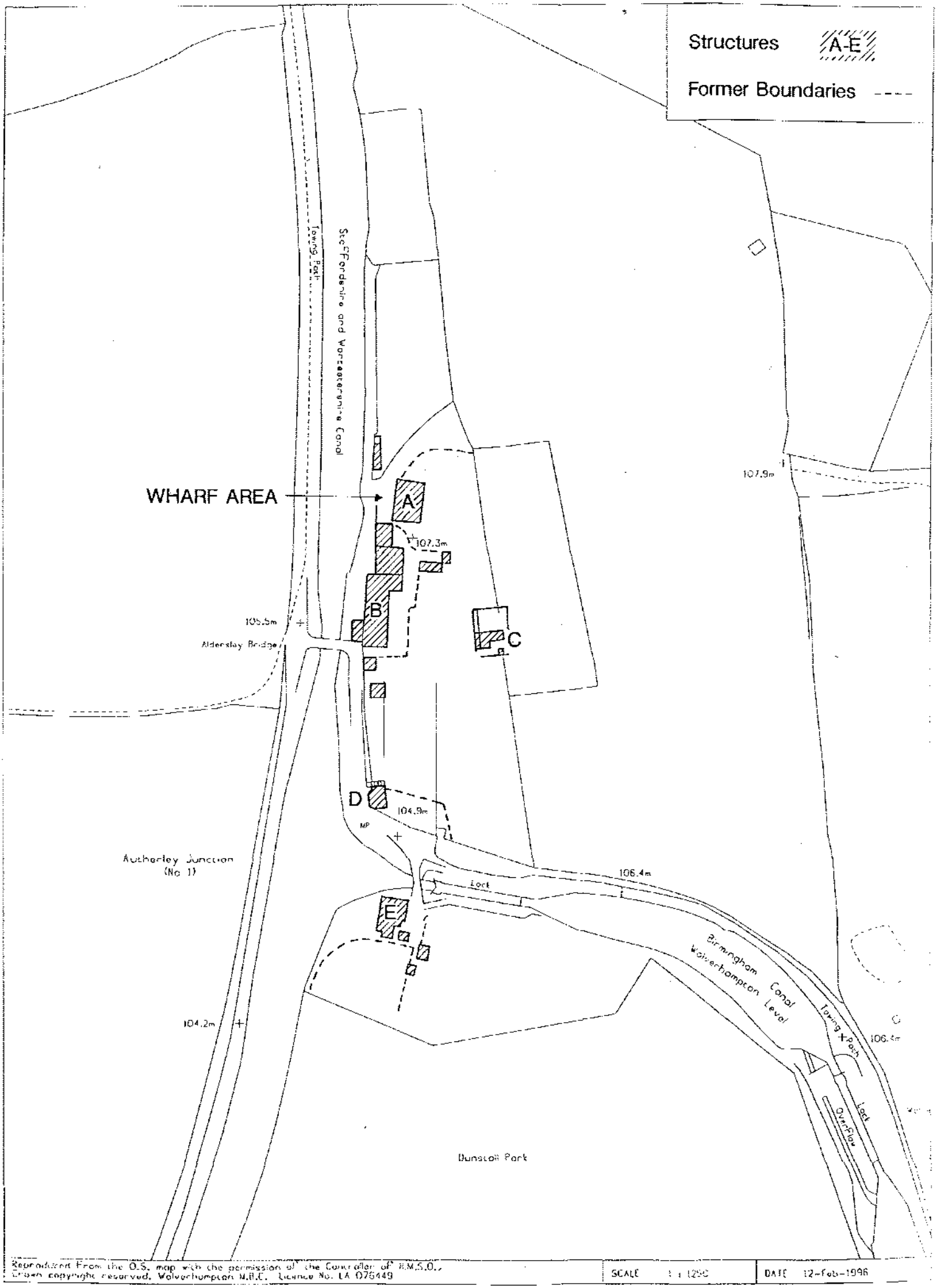
Structures A-E
Former Boundaries
WHARF AREA
Towing Path
Staffordshire and Worcestershire Canal
A
B
C
D
E
107.9m
107.3m
105.5m
Alderley Bridge
104.9m
MP
Autherley Junction
(No 1)
106.4m
Lock
Birmingham Canal
Wolverhampton Level
Towing Path
Lock
Overflow
104.2m
Bunston Park
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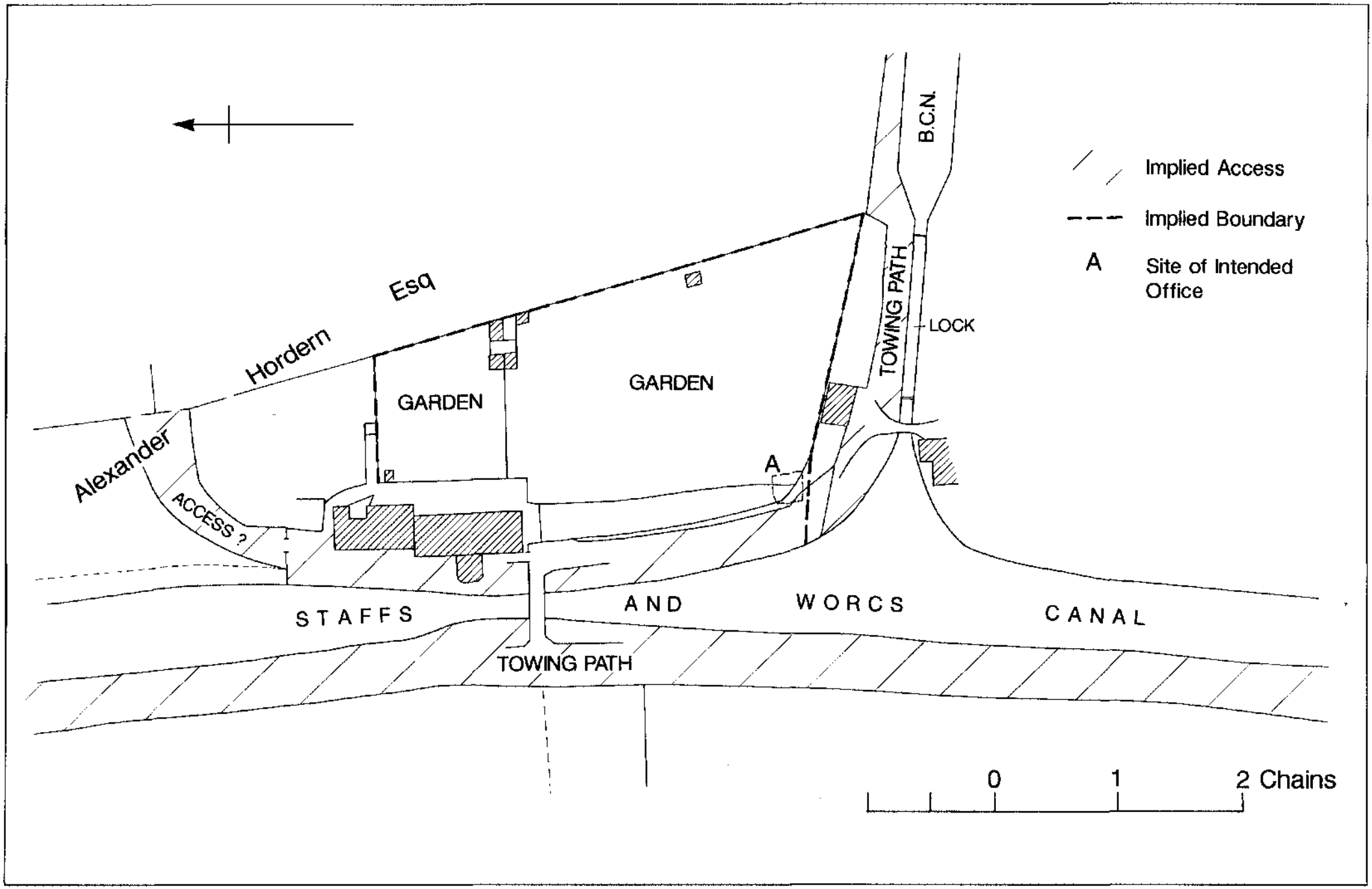
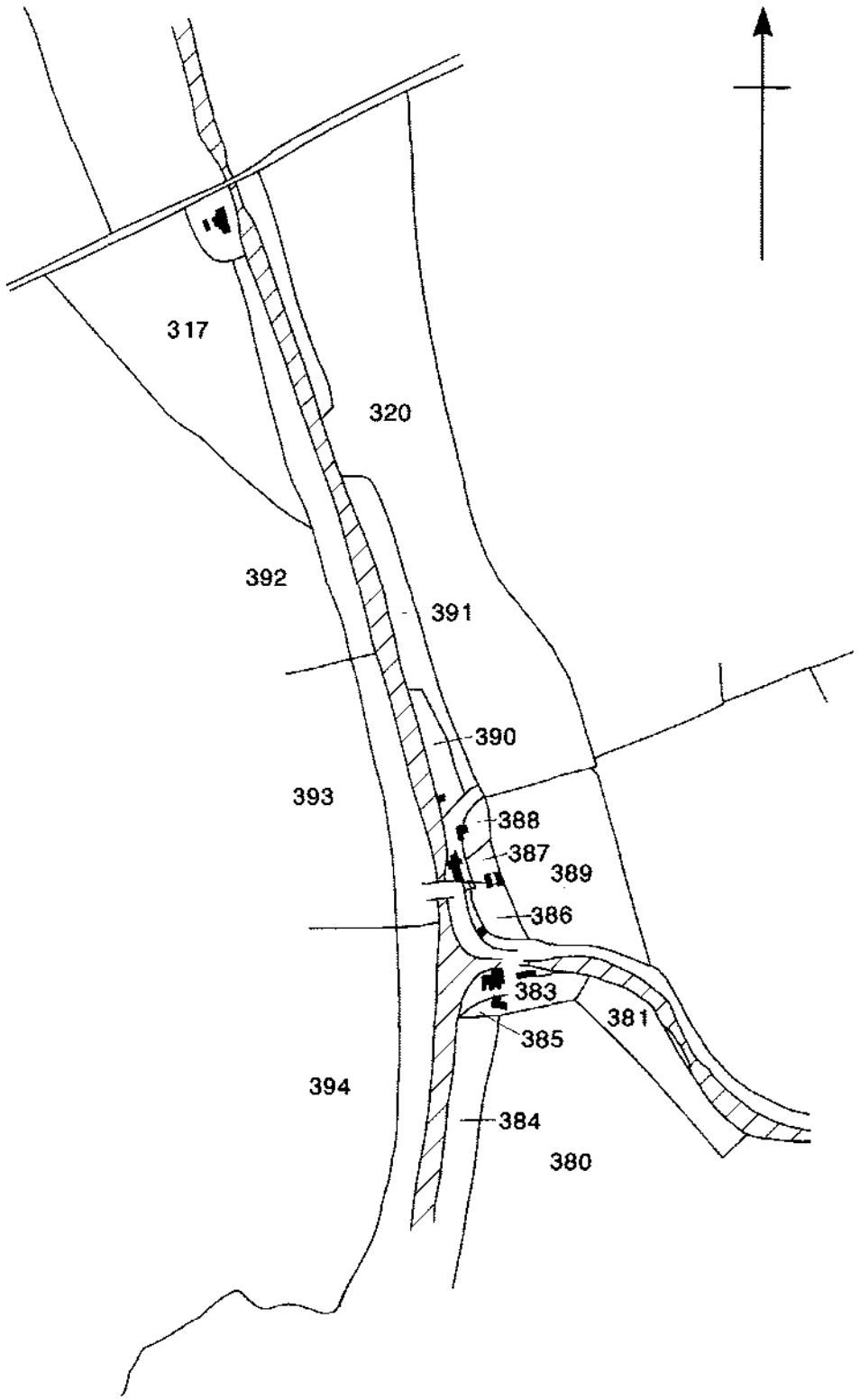
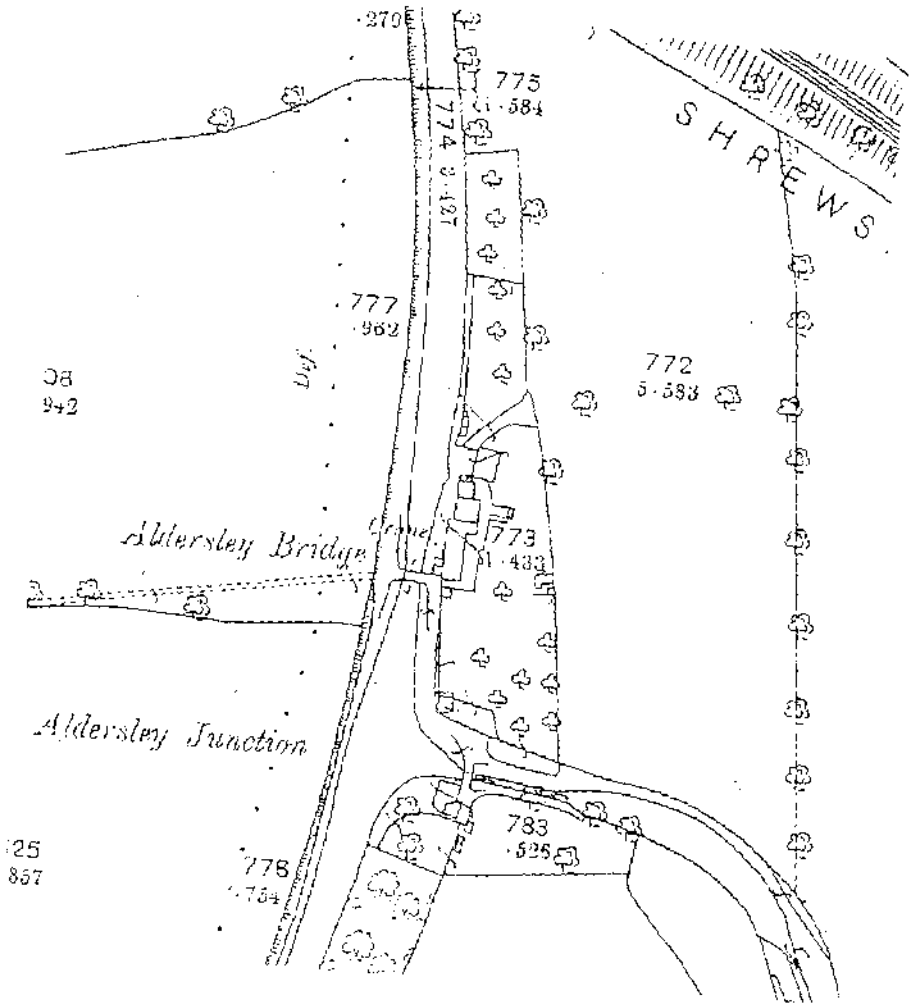
Figure 5



(S.R.O. D3186/8/1/30/89)



(TITHE MAP 1845)



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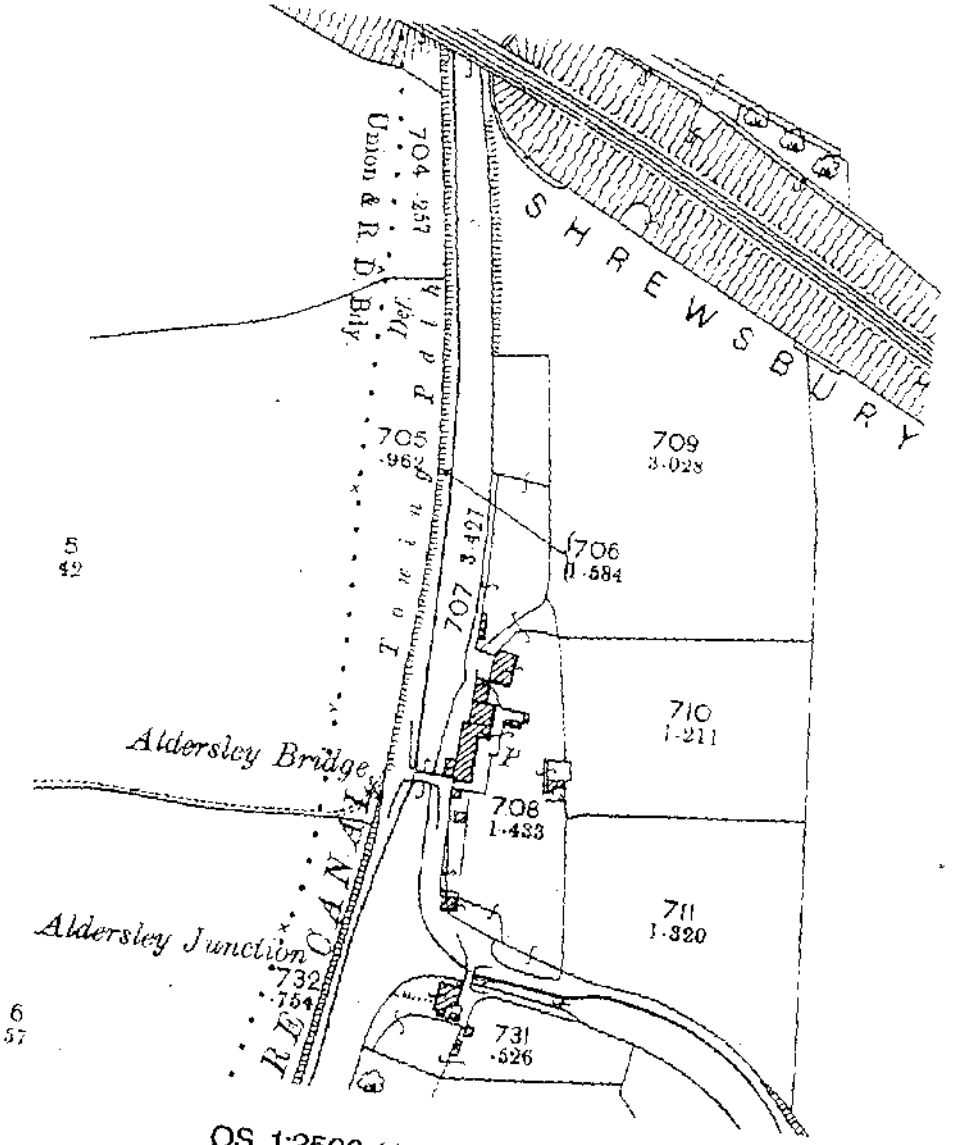

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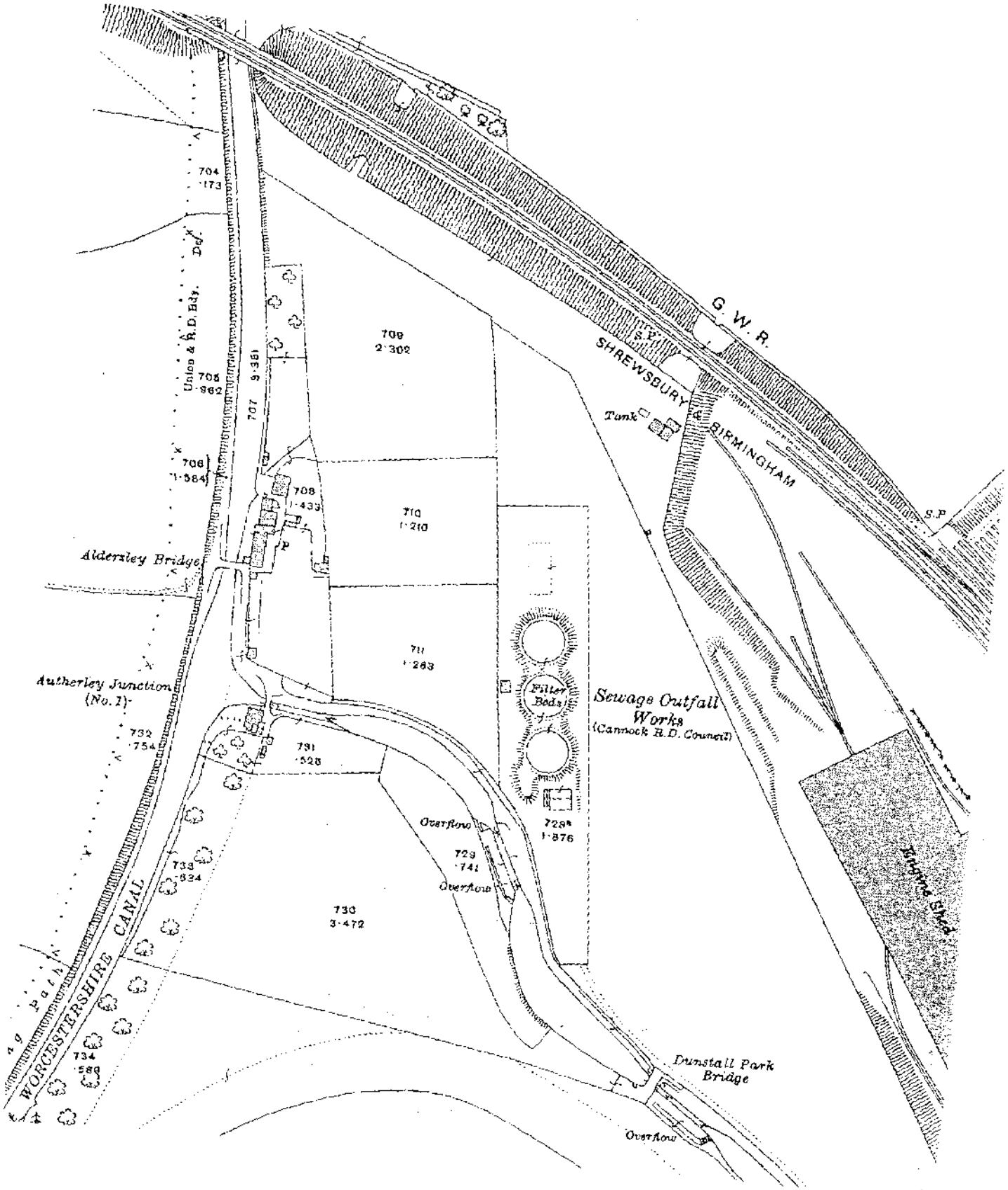

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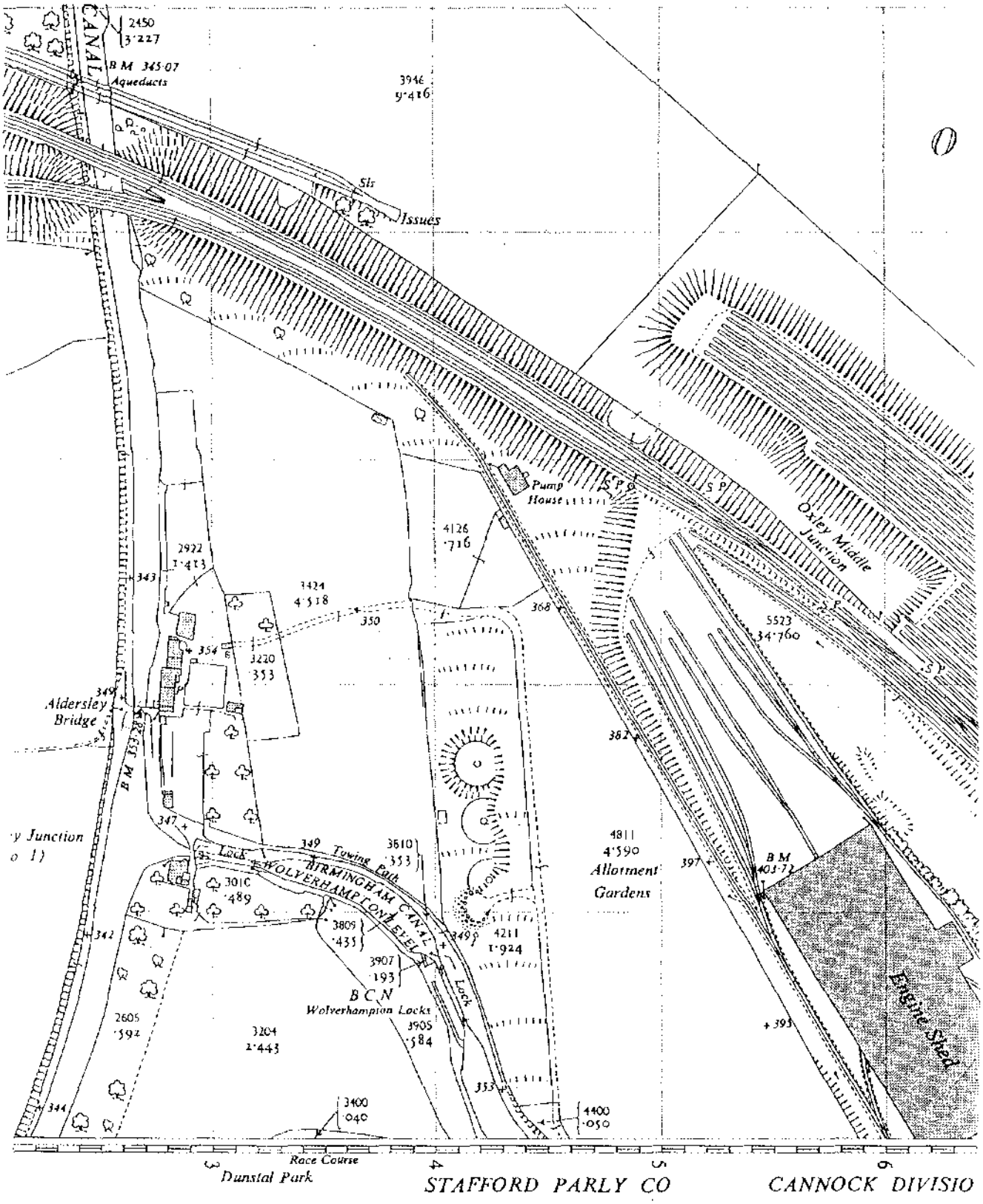


OS 1:2500 (1946)

APPENDIX 2

Selected Lists of Primary Material Available from:

1. British Waterways Archives
2. Staffordshire County Record Office (S.R.O.) and William Salt Library (W.S.L.)

(please note that the information provided in Appendix 2 is intended to be a general guide to the type of primary evidence that is available for the site. Because of the historical confusion surrounding the naming of the Aldersley and Autherley Junctions some of the information will refer to Autherley rather than Aldersley Junction in the general lists provided below. One of the main aims of further more detailed documentary research would be to provide a comprehensive breakdown of the documents which refer specifically to Aldersley Junction).

BW No.	Date	Location	Description
524.94	1794	Boxes	Sale of household goods to pay debt to the Staffs & Worcs. Canal by John Adams, wharfinger of the said company at Autherley Junction. Date 22/7/1794
1811.94	1833	Boxes	Plan of the elevation of house at Birmingham & Liverpool Junction Canal. (At Autherley?) Date 1833. Approved by T. & J. Perry, J. Molineaux, Stokes, Price, Warner etc. For B.C.N.? or Staffs & Worcester?
201.83	1844	Tin	Agreement of 1844 between Ed. Hayes (Old Autherley Junction) & G. Robinson & Staffs & Worcester Canal re no right of road on land. (1 item)
106.87	1850	Plan Box	Plan - Stable Doors at Autherley, Hack Green, S.U.C. copy. Date 1850
WM 105.74	1850	S	Plan with distance tables, SUC 1850. Autherley J to Ellesmere Port, Newport & Shrewsbury Line, Ellesmere, Welshpool & Newtown Line, Pontcysyllte & Llangollen Line, Middlewich Line, Donnington Wood to Coalport, & SU Rly Shrewsbury to Stafford
470.90	1860	Plan Box	Plan of Wolverhampton Locks (no 21) to No 13 near Gorsebrook Brodge. BCN land boundary edged in red. Shows Ticket Office at Aldersley Junction. Date 1860
238.93	1870	M	Map 1"/mile, folded, O.S. (14" x 12") of Staffs & Worcs., Birm. & Liverpool Junction Canal at Penbridge, Autherley & Rugeley, on the Trent & Mersey Canal, date c.1870
604.83	1880	N	Distance Table Shropshire Union Canals, Autherley to Ellesmere Port including branches (Old Shropshire Canal etc.).
WM 84.75	1880	S	Shropshire Union Canal Distance Table, Autherley - Ellesmere Port.
245.89	1883	S	Book - Title "Haywood Ledger" with details of Fellows, Morton & Clayton traffic in 1890 to Autherley. Also other traders - Round Bros, Harris, Whitehouse etc. Staffs & Worcester Canal, Traffic. Dates 1883-1890.
232.84	1886	O	O.S. Map (1st Edn. 1886) 6"/mile Staffs Sheet LXII N.W. Wolverhampton Locks & Staffs & Worcester Canal to Compton & Aldersley Junction. (cloth backed)
459.94	1887	Boxes	Agreement between Wolverhampton Corporation & Staffs & Worcester Canal for Corp. to supply water to cottages at Autherley Junction. Plan attached. Date 18/10/1887
WM 307.72	1890	Plan Box	Distance tables, Shropshire Union Canal - Autherley to Ellesmere Port & branches. (2 copies).
533.94	1893	Boxes	Agreement between Staffs & Worcester Canal & the Corporation of Wolverhampton, as to a wharf & basin at Autherley Junction constructed by the Corporation. Date 29/9/1893
107.87	1894	Plan Box	Plan - Autherley Junction new stables, 7/3/1894, S.U.C. copy
220.83	1906	Tin	Agreement of 24/4/1906 by Staffs & Worcester Canal Co. & Seisdon R.D.C. re sewerage outfall at Autherley (purified) (£15 per annum). (1 item)
223.83	1906	Tin	Agreement of 7/12/1906 by Staffs & Worcester Canal Co. & Cannock RDC re outfall into canal near Aldersley Junction (also GWR railway). (2 items including map)
691.91	1906	Plan Box	Plan - Shropshire Union Canal, Ellesmere Port to Autherley Junction - sections for Royal Commission Drg No SU 281. Date 1906
54.94	1910	Ephemera Box	Permit or 'Canal declaration' for Joseph Brown's boat made at Sedgley on October 1910 for limestone from Heywood to Autherley

BW No.	Date	Location	Description
216.86	1913	Plan Box	Plan - fences at Autherley, bridge 1 & 2. Date 1913.
W 30.64	1920	Filing Cabinet	Shropshire Union Railway & Canal Co. Estimated cost of hauling boats of clay from Grub Stret to Merediths length at Autherley - Shropshire Union Canal.
1493.95	1922	M	Map - folded, titled "Shropshire Union Canal Diagram" includes Middlewich Bch, Shrewsbury C, & Montgomeryshire C, & Ellesmere Port to Autherley main line (LMS c.1922)
WM 569.72	1927	S	Letter register June 1927 - August 1948 (beleived to be Autherley Junction).
WM 554.72	1938	S	Cash Book, Autherley Junction Office, February 1938 - August 1949.
W 25.64	1940	Filing Cabinet	Shropshire Union Railway & Canal Co. Canal improvements from Autherley to Ellesmere Port (schemes for 250 ton barges & for 60 ton barges).
189.86	1941	Filing Cabinet	Correspondence on the air-raid shelter for boatmen (erected 1941) at Autherley.
622.91	1943	Plan Box	Plan/map - LMS Shropshire Union Canal, Autherley to Norwood & Newport Bch. Shows tips, April 1943.
236.82	1944	Plan Box	Plan - Shropshire Union, Ellesmere Port to Autherley Junction. Railway included (LMS plan). Date 1944
WM 49.72	1945		Shropshire Union Railway & Canal Co. - Boat Register for Autherley Junction, dated from 17th December 1945.
743.85	1947	Plan Box	Plan - BCN Aldersley Junction water service Staffs. & Worcester Canal. Date 1947
WM 556.72	1949	S	Cash Book, Autherley Junction Office, August 1949 - June 1953.
150.84	1950	Plan Box	Plan - Staffs & Worcester Canal. Stourport (including Basins) to Autherley Junction (Scale 2"/mile). All weir, valves etc., indicated also Stourbridge Canal to Black Delph. Date 1950
WM 558.72	1950	L	Fishing permits book, Autherley Junction Office, May 1950 - November 1953.
WM 557.72	1953	S	Cash Book, Autherley Junction Office, July 1953 - December 1954.
WM 555.72	1955		Cash Book, Autherley Junction Office, January 1955 - July 1958.
632.91	1959	Plan Box	Plan/map - Staffs & Worcester Canal "Line Plan" Autherley to Great Haywood. Date June 1959 (Drg 269/1).
662.91	1963	Plan Box	Plan - NW Division - Water Map No 6, Llangollen Bch St Helen's Canal & Staffs & Worcester, Autherley to Gt Haywood. Feeders, reservoirs, etc. Dated July 1963.
545.95	1971	Boxes-Bay	File - Shropshire Union Canal - Dredging between Autherley Junction & Wheaton Aston Lock, 1971/72

OTHER RECORDS

Copy minutes of canal company, 1825-1863; George Stephenson's report re replacement of canal by railway, mid 19th cent		1163

PEAK FOREST CANAL

Opposition to Grand Commercial Canal, 1796		D554/162

SEVERN NAVIGATION

Plan of proposed Severn-Trent connexion, 18th cent		D593/L/1/13/9
Papers re Navigation Bill (1842) plan and pamphlets, 1786		D260/M/E/430/29
Oakengates to River Severn: advantages and disadvantages of proposed canal, 1788		D3388/24/1

SHROPSHIRE UNION CANAL
see **BIRMINGHAM AND LIVERPOOL JUNCTION CANAL**

STAFFORDSHIRE CANAL CO.

Sale of land to Canal Co., 1839-1856		WSL 1/97-100/23

STAFFORDSHIRE AND WORCESTERSHIRE CANAL

DEPOSITED PLANS

Link from Newport, Salop to Acton Trussell or Penkridge	1792	Q/RUm/7
Radford Bridge to Stafford extension	1798	Q/RUm/21A
Radford Bridge to Stafford extension	1799	Q/RUm/25
Route variations at Orton p. Wombourne	1804	Q/RUm/34&35
Feeder from Wyrley to Staffs. & Worcs. Canal at Goldy Bridge	1804	Q/RUm/37

OTHER RECORDS

T. Congreve's proposal for canal between Rivers Trent and Severn, 1753; extract concerning T. Congreve's proposal, 1753; shares, 1792-1801; copy letter re Radford Wharf, Stafford, 1809; plan, n.d.; right of way at Acton Trussell, 1939	WSL M728 WSL M731 WSL 106/16/44 WSL Fac.117 WSL 106/8/44 WSL 79/51
Copy minute books of 'second survey', 1772; lists of landowners, 1772; survey books 1766-1770; Brindley's order books, 1767-1771; levelling book, 1766-1767; day books, 1766 1772; disbursements, 1766-1774; contractors' dimension books, 1766-1772	Mf 79
Minutes and draft minutes,1766-1878; shareholdings, c.1824-1851 bye-laws c.1800, 1879; financial records, 1773-20th cent; surveys for building canal c.1767-1772; Company Clerk's papers, 1770-1815; general administration records, 1772 - early 20th cent	D3186/1-9
Financial papers concerning Lord Hatherton's investments in Staffs. & Worcs. Canal, mid 19th cent	D260/M/T/6 D260/M/E/430/16
Bye-laws, 1800	D590/303
Corresp. etc., 1771-1813; leases of wharf in Stafford Forebridge, 1811,1814	D615/P(B)/11 D641/3/E/1/4/9-10
Papers re formation of company, 1775-1776; subscription lists, 1775; bye-laws, 1846; half-yearly abstracts and balance sheets, 1814-1822; Thos. Dadford's appointments as surveyor and engineer, 1776; clerk collectors and agents' appointments, 1781-1834; Clerk's papers re formation of company, 1766-1781. Stour - Smestel: photocopy corresp. re proposed canal, 1767-1771	D3186/3/1-6 3898/17-22

Petition against new cut from Stourbridge to join Staffs-Worcs. canal and corresp. 1775	D(W)1778/V/7-08,718
Notices, receipts, etc., 1766-1904; copy minutes, reports etc., 18th-19th cent; reference book, 1827; correspondence, 1840; misc. papers, 1851-1873; case re negligent navigation, 1852: papers re extension canal, 1889-1899; tolls at Kingsford, 1892-1893	D695/2/16 MF79 D260/M/F/5 D695/1/12 D695/1/31 Q/SB 1852
papers re extension canal 1889-1899	D695/1/12
tolls at Kingswinford, 1892-1893	D695/8/14
PLANS	
Plan, 1773	WSL M741
Route from Stourbridge to Staffs. & Worcs. canal at Stourton with branch to Pensnett Chase etc., 1775	D615/M/9/8
Proposed canal from Black Delph, Kingswinford to Netherton, Dudley, c.1775	D615/M/9/28
Printed plan of proposed Stourbridge Canal, 1775	D3186/8/4/1
Photocopy plan of branch canal from Kingswinford to Lane Delph c.1776	D3890
Plan of branch canals in Kingswinford connecting with Stourbridge canal n.d.	D3186/8/1/30/83
Misc. plans, 1834	D695/2/16
Plan inc. Stourbridge Extension Canal, 1927	D3186/8/5
Plans, c.1770 inc. junction with Trent and Mersey Canal at Great Haywood; water supply and building plans, c.1799-1837; reservoirs near Saredon, n.d.; proposed feeder for Gilpin's Engine, Churchbridge, 1804; Pool Hall and Dimmingsdale reservoirs, 1828; new Harecastle Tunnel, c.1823; other reservoirs and feeders, 1826-1830; proposed branch from Goldy Bridge to Mr. Gilpin's works at Church Bridge, 1828	D3186/8
Engine plans, c.19th cent; proposed viaduct, 1831; plan of link between Flatheridge Basin and Greens Forge Lock, 1828; new wharf at Hyde iron works, n.d. Plan of proposed cut from Lord Stafford's canal at Paved Lane near Newport to Staffs. & Worcs. canal near Penkridge, 1792. Printed plan inc. variation of line in Wombourne, 1804. Section of proposed branch from Staffs. & Worcs. Canal near Goldy Bridge to Church Bridge, 1828	D3186/8/1/30/64 D3186/8/1/30/74
Plan to show proposed widening of canal at Kidderminster, 1827	D3186/8/1/30/76
Plan of proposed canal from Staffs. & Worcs. Canal canal at Radford Bridge to Stafford, 1799	D3186/8/1/30/120
General plan & sections, 1915	D3186/8/1/36
Copy plans, 1966	D3186/8/1/42/1-11
Printed plan of Staffs. & Worcs. canal etc.	D3186/8/6/6
Plans of intended canals (?copy) c.1760	3436/2-3
STOURBRIDGE CANAL	
DEPOSITED PLAN	
Branch from The Leys to Shut End, Kingswinford 1827	Q/RUm/65

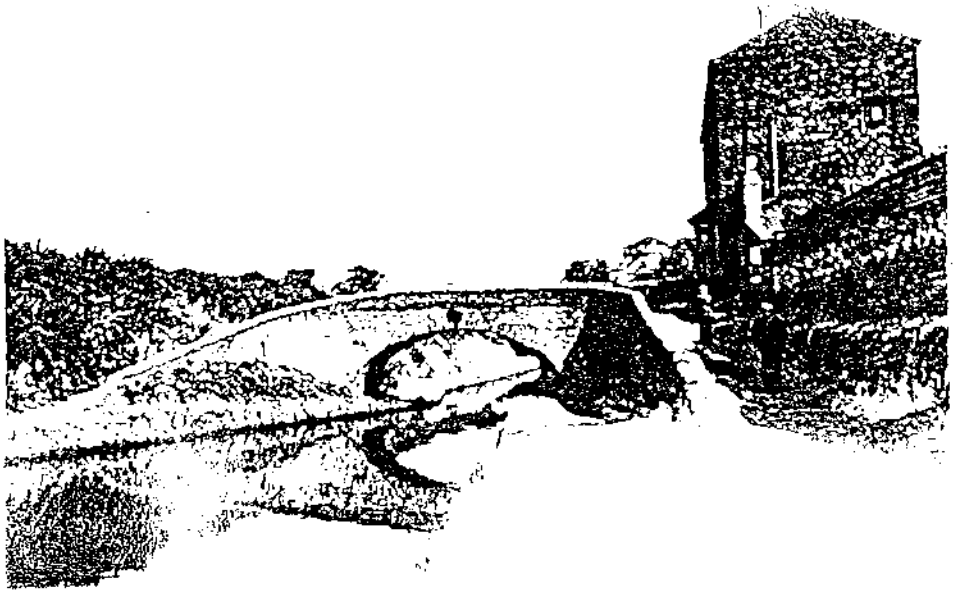
APPENDIX 3

A selection of historic photographs of Aldersley Junction (Plates 1-12)

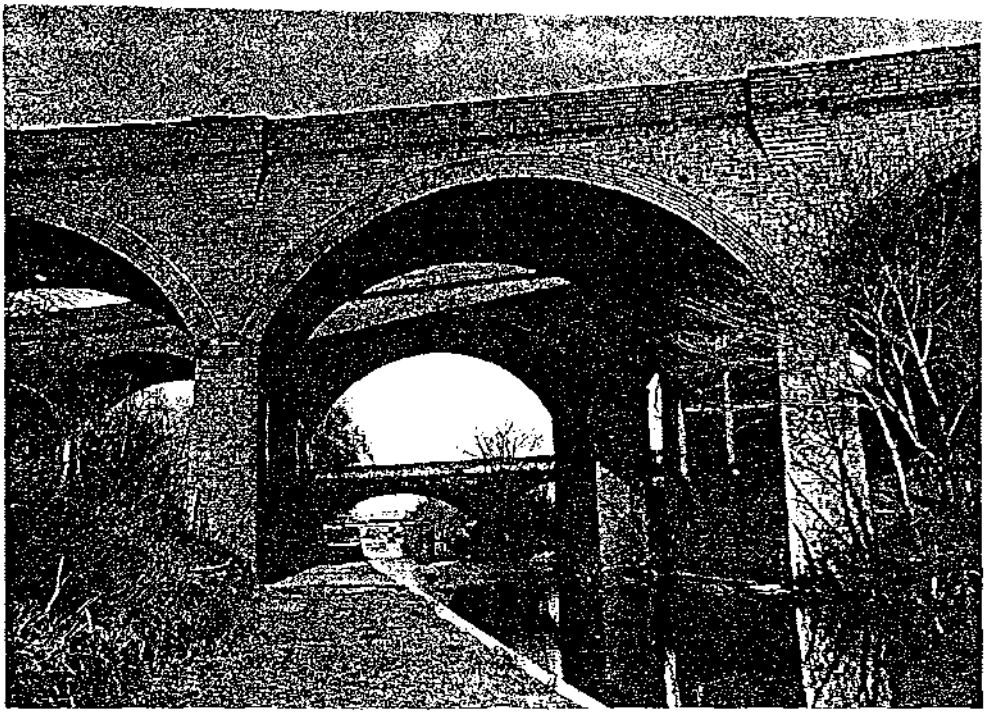
1) Black and white 135.2.
2) Black and white, 134.4.
3) Black and white, 134.5.
4) Oxley railway viaducts and aqueduct.
5) Aldersley roving bridge No. 64.
6) WL D8/ALD/2.

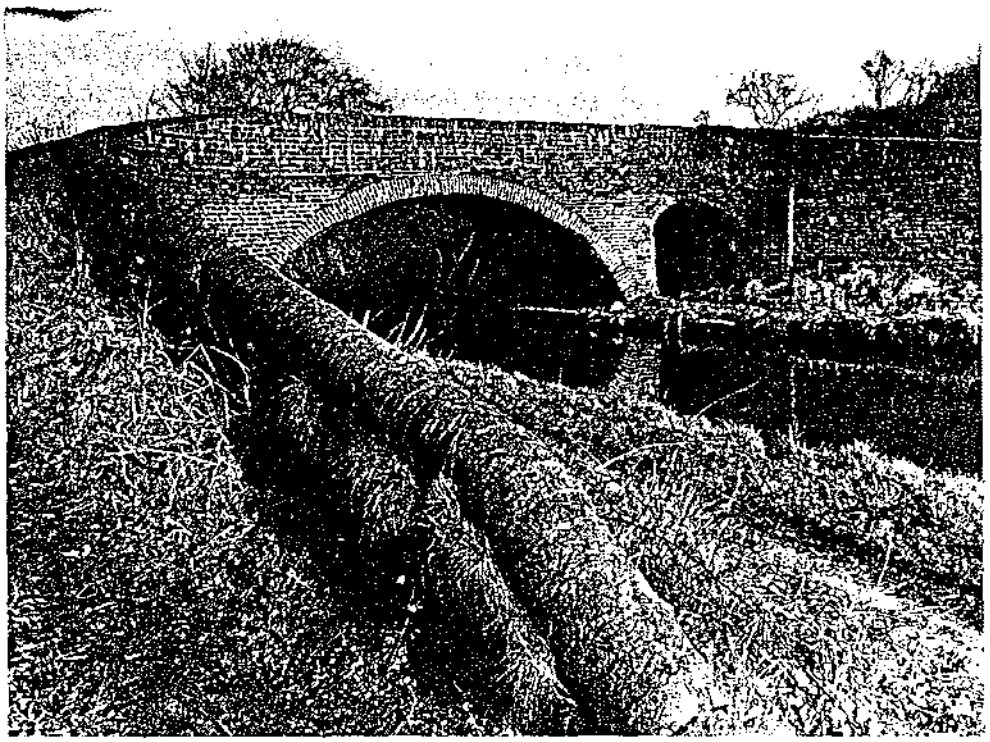
Plates 7-12

Various views from local photographers.
De La Mare and Watts collections.



PLATES 1 - 3





PLATES 4 & 5

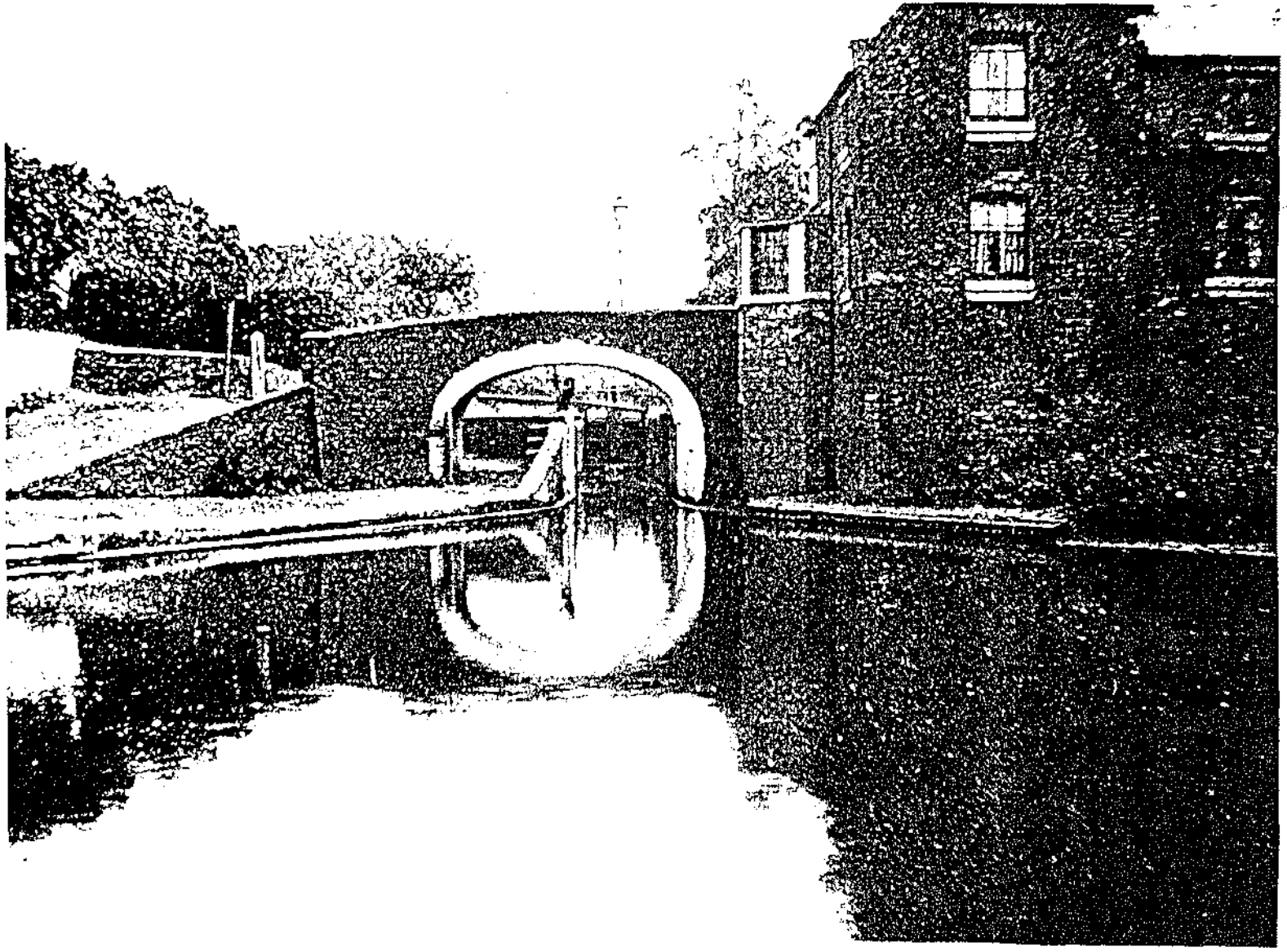


PLATE 6

PLATE 7

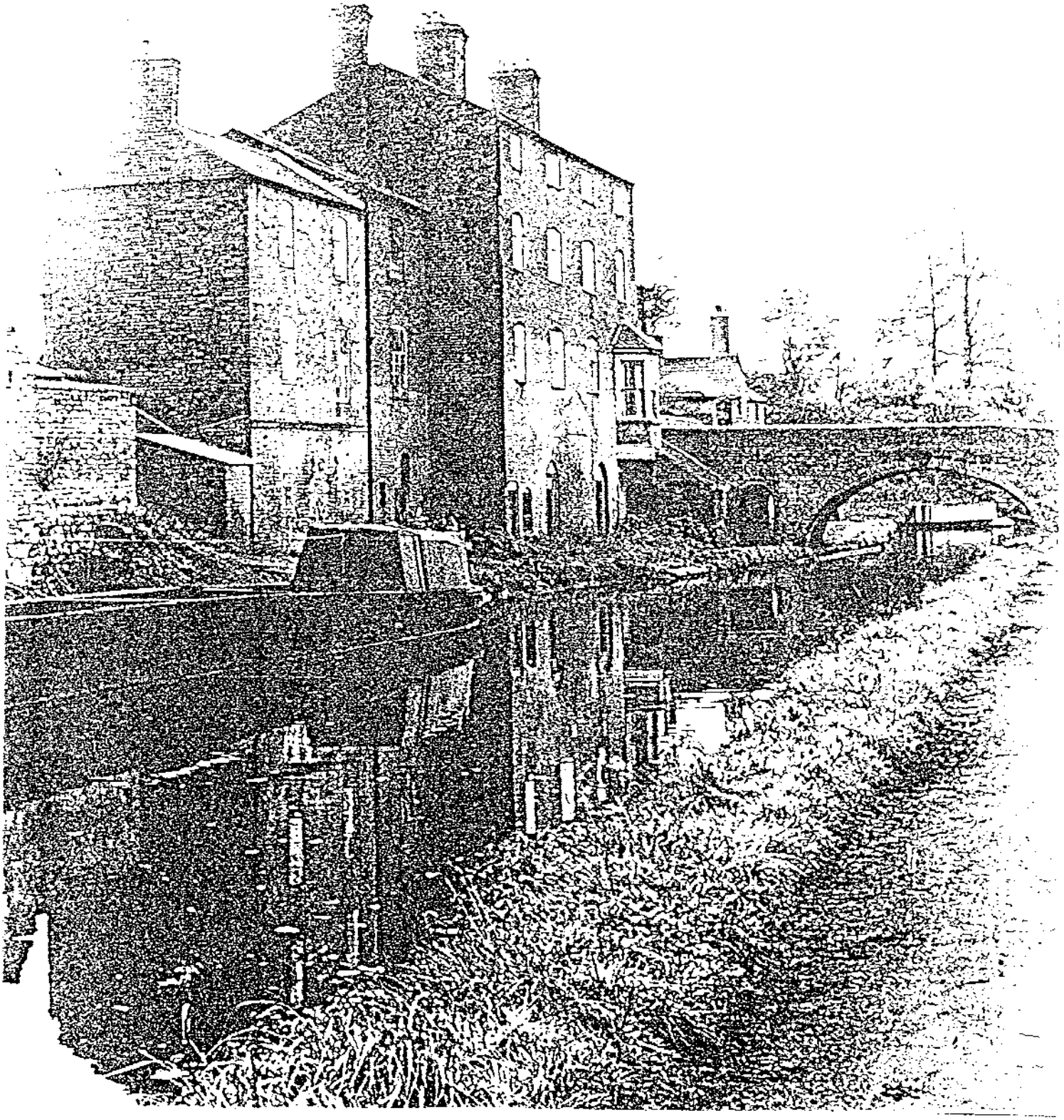


PLATE 8

PLATE 9

PLATE 10

PLATE 11

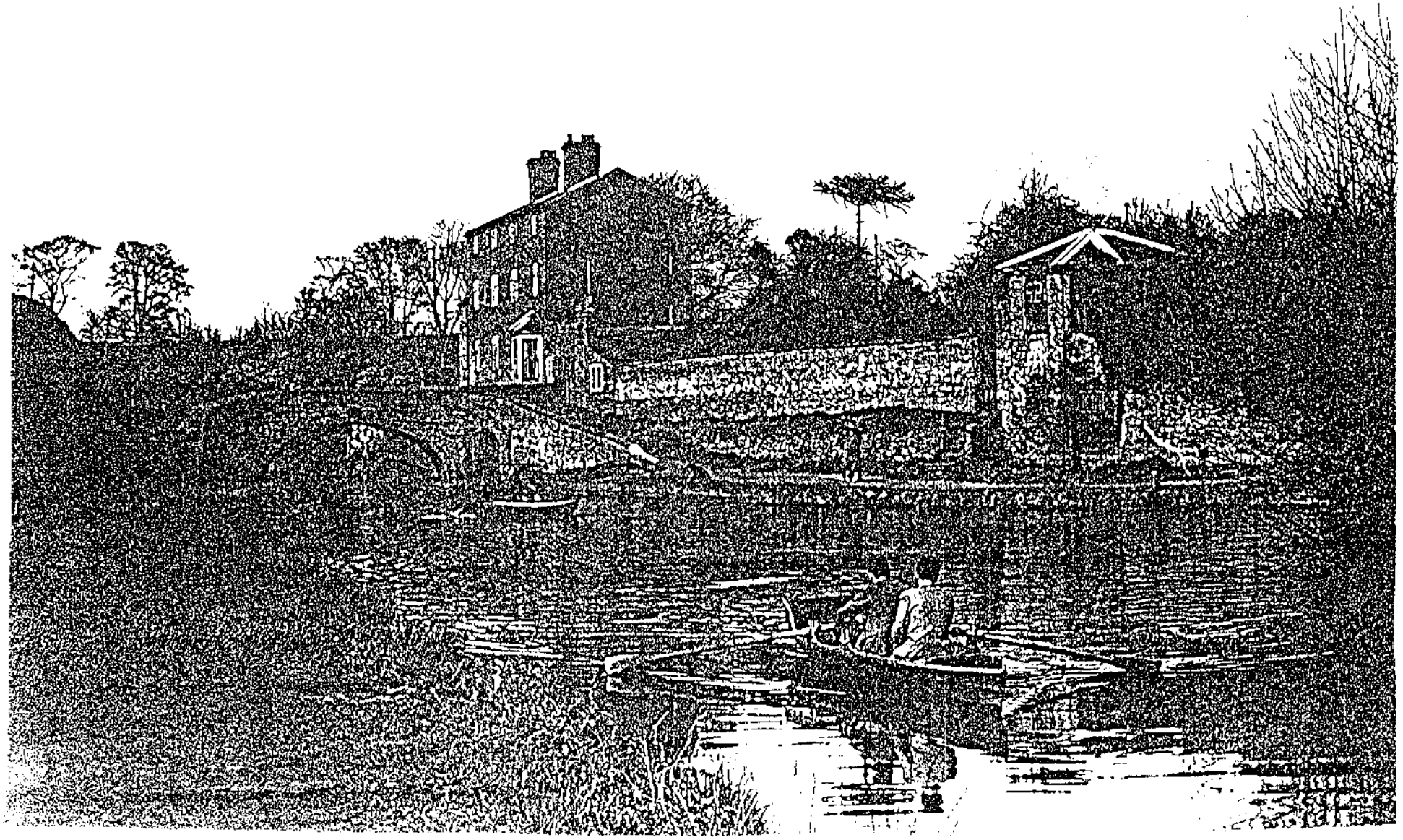


PLATE 12