

business

When Mr Acaster senior died in 1937, the business and vessels passed to his three sons who had been fully involved in the family business for a number of years. The sons decided to split the proceeds of the business between them as they preferred to work independently. The outcome was that Bill, one of the sons took just the one craft, a timber constructed vessel that he continued to operate for a few years until he died. The other two brothers, Tom and Fred, were more ambitious, and splitting the balance of the vessels between them they both worked hard on a number of contracts. Tom specialised in the transport of sand, both building and silica sand, the latter used in large quantities in the glass bottle manufacturing industry.

Meanwhile Fred concentrated on the movement of coal that he did satisfactorily for over 20 years. His largest contract for some years was the supply of coal to the Goole Gas Works. When the gas works ceased to take deliveries in the late 1950s he decided to retire and put his three remaining vessels up for sale. These craft, the

occupied most of the time for many years, and although striving to remain independent he occasionally resorted to doing work for his father. This work included fulfilling the requirements of his three main silica sand contracts taking sand from Goole to the Lax and Shaw Limited wharf on the Aire & Calder Navigation in Leeds, to Dale Brown Limited wharf, located at the eastern end of the Dearne & Dove Canal at Swinton near the junction with the Sheffield & South Yorkshire Navigation, also to Redfearn's Glass Works in Barnsley. This continued until the closure of the Barnsley Canal.

Throughout the 1940s and 50s these contracts continued, with the sand for Redfearn's, in the later years, taken to the wharf of T. Fletcher & Son (Canal Transport) Limited, in Wakefield on the Calder & Hebble Navigation, where it was transhipped into road vehicles for final delivery.

In 1959 Tom died and Wilfred, who had meanwhile in later years been most

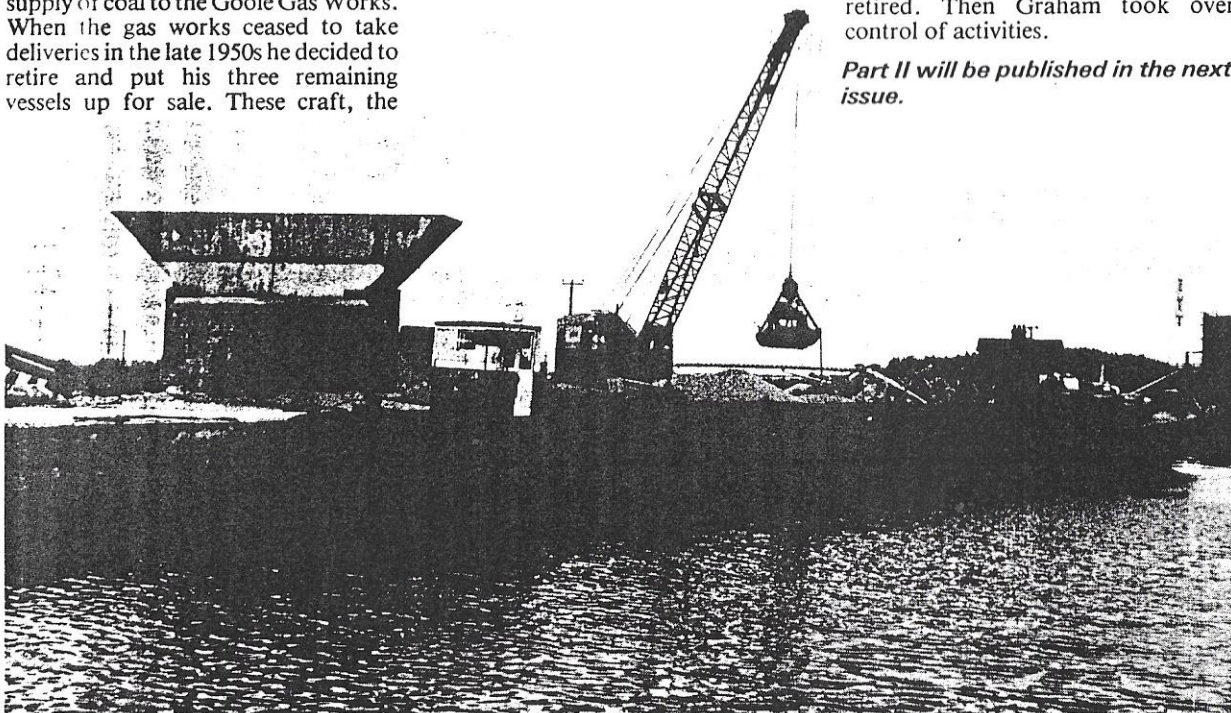
Wilfred Acaster's oldest son Ian, joined his father on leaving school in 1959 and remained working on the barges until 1976 when he left in favour of road transport. Meanwhile his youngest son Graham also joined the company when he left school in 1962.

The first vessel that Graham was to skipper was *Lacey*, the barge that started his father's own operations. This vessel was to remain a faithful workhorse of the company until 1983, when it was sold to private owners to start a new era as a pleasure craft.

One of Graham's first regular jobs as a skipper was on a new contract, transporting aggregates from Besthorpe on the River Trent to a ready-mixed concrete plant wharf at the entrance to the Selby Canal at Knottingley.

Acaster's involvement with inland water transport was to continue under the trading name of W. Acaster & Son until September 1980 when Wilfred Acaster, the grandson of the founder retired. Then Graham took over control of activities.

Part II will be published in the next issue.



The ready-mix concrete plant wharf at the entrance to the Selby Canal at Knottingley in the 1960's.

and Tom Row, the IWA has grown to a major national organisation with more than 20,000 members across the British Isles and with strong international links around the world.

Through its funding activities, the IWA's National Waterways Restoration & Development Fund has made more than £260,000 available to canal societies and trusts, restoration and user groups, and its ceaseless efforts have saved and restored many miles of canal that would otherwise have been lost for ever.

volunteers

The Waterway Recovery Group, the voluntary restoration movement founded and financed by the IWA, has been responsible for several thousand hours of voluntary digging and restoration work on canals throughout the length and breadth of Britain, and continues to be fully committed to a number of restoration and recovery projects.

Announcing the launch of the association's 40th anniversary celebrations, the National Chairman, Ken Goodwin, said that he was especially proud to be part of the IWA's National Council in its 40th year. "When I look back at the men who have chaired the association before me, I am honoured to be in the same company. I am particularly pleased to be leading the Association forward in its campaigns and activities."

Mr Goodwin said that the Association owed a considerable debt

celebration of our members' involvement and enthusiasm as it is a birthday."

The Association will be making available for sale a number of anniversary items including a limited edition commemorative plaque, details of which will be announced later.

MURAL DESIGN

The Inland Waterways Association is considering the painting of a mural to cover the area of a wall, 2.5 metres by 120 metres, constructed from engineering bricks, adjacent to the Grand Union Canal at Wolverton, Milton Keynes. The Association invited individuals or groups to submit a suitable design with a theme that depicts transport that could be adapted to and be used for the painting of this mural.

Entries closed on 31 March and a panel will meet to consider the most appropriate mural design and a cash prize of £50 will be made to the winners. The winning design will be submitted to a mural artist who will adapt it and arrange for community groups and local volunteers to carry out the painting of the wall.

Warwickshire branch donation

Local volunteer workers from IWA (Warwickshire branch) have donated over £1,000 to further canal restoration schemes. The money was raised during National Waterways Summer events held in the county during 1985.

£500 was given to the National Waterways Restoration & Development Fund; contributions from the fund have also greatly aided restoration of the Saltisford arm in Warwick; £45 was donated to help the work of the Hawkesbury Engine House Trust, who are rebuilding the historic pumphouse on the Coventry Canal at Hawkesbury Junction, and the Mikron Theatre, were given a £20 donation to help "keep them afloat" following the loss of their Arts Council grants in 1985.