

1921-9-30 Journal of Commerce

Mr. Atkey, MP, said few people who had seen how waterways were utilised in other countries had failed to deplore the neglect of opportunities in England. Thanks to the wider view that had now been taken by the people of Nottingham through the Corporation, an event of historic importance had been inaugurated, which many believed would over-shadow in importance any which had been undertaken in their time.

1921-10-5 Daily Mail

NOTTINGHAM A PORT.

WATERWAY TO CARRY 200-TON SHIPS

When the scheme which has just been inaugurated for improving the River Trent is completed boats of 200 tons will be able to go from the Humber ports right up to Nottingham all the year round. At present boats of this size can proceed only as far as Newark, 18½ miles from Nottingham, and the cargoes have to be transhipped there at great cost into craft of 100 tons and less, which are held up when the water is low.

The first portion of the new work to be taken in hand is the reconstruction of the Holme Lock, a few miles from Nottingham. This will cost £37,000 and take about 18 months.

1922-10-23 Daily Dispatch

TRENT WHARFAGE PLANS.

Nottingham Corporation are to embark forthwith upon an ambitious programme of work for unemployed, involving the expenditure of over £100,000. The chief scheme is the provision of docks and wharves in connection with the Trent navigation proposition, giving the city access to the sea direct via Goole and Hull. One lock is already finished.

1922-11-17 Liverpool Post

INLAND WATERWAYS.

HOW TO IMPROVE TRANSPORT FACILITIES.

Colonel F. Rayner, engineer and general manager of the Trent Navigation Company, read a paper to the Institute of Transport (North-Western Local Section), at Manchester last night. on "The Functions of Inland Waterways in the National Transport Service."

He said this country, owing to its area, did not possess rivers of the magnitude of those on the continent, e.g., the Rhine, Elbe, and Seine, but it did possess rivers of sufficient magnitude to become, if properly developed, most valuable means of transport. Unfortunately, the waterway system of England suffered much from the piecemeal way in which it had been developed. There was a great multiplicity of small-owning authorities with no satisfactory organisation for through working, and the locks were of a great variety of dimensions, so that vessels built for one waterway were unsuitable for another.

He suggested that the functions of the inland waterways were:-

- 1 That the natural watercourses, when they provided routes between ports and inland centres of production and consumption, together with such artificial waterways as might be necessary, should be kept in an efficient state for navigation under the control, of a single authority responsible for the group, area, or route in question.
- 2 That an efficient carrying service should be provided either by an independent firm or by the controlling authority,
- 3 That depots should be provided at suitable points with wharfage, warehouse, and other station accommodation, preferably with both road and rail communication, with the necessary organisation

for dealing with local traffic, and the distribution by road or rail over such an area so the combined means of transport rendered economically sound.

4. That facilities should be provided for the towage of privately-owned vessels, and station accommodation provided for this service when required.

His experience with the waterways in their present chaotic and inefficient condition convinced him that if such methods were adopted the cost of carriage by inland waterways would be materially reduced, and that an efficient means of transport between the ports and such commercial centres as could be reached by the waterways would be provided at a cost which would compare favourably with any other means of transport.

1922-11-18 Journal of Commerce

ENGLAND'S WATERWAY SYSTEM.

NECESSITY OF GROUPING AND STANDARDISATION.

Inland waterways and their function in the national transport service formed the subject of a paper read by Col. Frank Rayner, D.S.O., engineer and general manager of the Trent Navigation Company, at the Institute of Transport (North-Western Section) in Manchester.

In the course of his remarks Col. Rayner said: In this country only a certain amount of work had been done in making the rivers available for the passage large volumes of traffic at a cost per mile far less than that necessary for the construction of railways capable of passing an equal volume. We had no rivers of the magnitude of the Rhine, Elbe or Seine, but we possessed rivers of sufficient magnitude to become, if developed properly, most valuable means of transport.

Unfortunately, the waterway system of England suffered much from the piecemeal way in which it had been developed. No serious attempt had been made by Parliament to group the waterways so as to eliminate the large number of small authorities and to promote standardisation of gauge. The essential feature of the report of the Committee under the chairmanship of Mr. Neville Chamberlain appointed by the Ministry of Transport was the grouping of the waterways of England into seven groups based primarily on the natural watersheds of the country. Each group would constitute a trust consisting of a statutory body comprising stockholders, representatives of local authorities, traders and users of the waterways. These trusts would acquire the waterways in their areas and have the power to act as carriers and to provide equipment. The report recommended that the River Trent group should be the first to be constituted. The estimated cost of such development did not amount to an unreasonable sum of money.

The neglect of the great rivers as a means of providing cheap transportation between the docks at the seaboard and the centres of commerce and population entailed waste, said Col. Rayner. The working of inward and outward cargo partly to craft for waterway transport and partly to shore per rail or road transport enabled both sides of a ship to be working at once and so expedited the discharging and loading of steamers, and consequently reduced the time occupied and promoted economy and efficiency in overseas and coastwise shipping.

With regard to boat capacity and gauge of the waterways, Colonel Rayner said that on the Trent they began with boats of seventy tons capacity and increased them to 120 tons, which was the limit of convenience. A boat of 120 tons was capable of carrying five hundred quarters of grain. Boats to carry that weight could be built of 82 ft. to 83 ft. length, 14 ft. 6 in. beam, and with a draught of 5 ft. 3 in. As to traction, he suggested tugs, usually not carrying cargo, towing trains of non-self-propelled boats and usually driven by internal combustion engines, and a fleet of tugs should run regularly to scheduled times and should tow at fixed charges.