

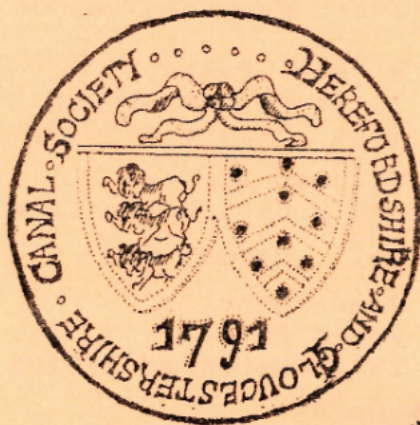


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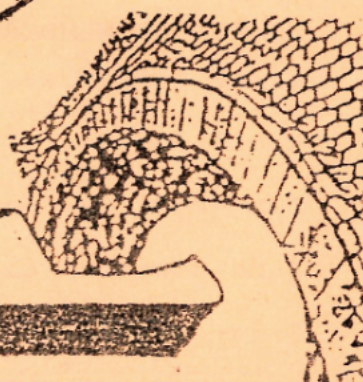
FORMED



IN 1983

THE

WHARFINGER



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"WHARVES WITHOUT WATER AND SLEEPERS OF STONE"

Where in Herefordshire will you find a wharfe miles from any river or canal, and the stone setts which used to bear the rails of the county's first tramroad?

Those members who correctly identified Eardisley as the village concerned will doubtless be aware of the horse-drawn tramroad which linked Kington to the South Wales Coalfield, via the head of the Brecon canal, long before Hereford was thus served.

It was only a short time ago that a line of stone setts was pointed out to me, ascending a wooded hillside above the Arrow valley near Kington. Each stone was about 12" by 24", was pierced by a 1" diameter hole and placed about 36" apart. This led me to make an initial study of this interesting part of the County's transport network, which forms the content of this article.

As the exploitation of the Wesh mineral wealth gathered momentum, in the early part of the 19th century, horse drawn trams, running on crude wood or metal rails (or plates), were a common means of connecting the various coal mines, iron works and lime quarries on the uplands with the developing canal network in the valleys. The remains of an amazing tramroad system is to be seen ascending the steep hills of the Blorengge and the Clydach valley to link the Brecon canal with the industrial establishments at Bleanavon Nantyglo and Beaufort.

Similar Tramroads were also eventually created to convey coal and iron to Herefordshire in return for agricultural products to feed the growing populations of Glamorgan and Monmouthshire. The first of these started at Brecon, served Hay and reached Eardisley in 1818 and was eventually continued to Kington and the lime quarries at Burlingjobb by 1820. Apparently they were in operation until 1875.

Hereford was connected to the canal at Govilon in three stages; firstly by the Llanfihangel Tramroad-via- Abergavenny which was in use by 1814, secondly by the Grosmont Tramroad (1819) and finally Hereford was reached in 1829 to commence the 17 year life of

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the full Tramroad.

Although I do not claim to be an authority on the tramroads some of the remains may be found at the following locations;

Hay and Kington Tramroads.

HAY I am told that good remains are to be found in the town (do not confuse with the more recent railway relics!).

Winforton. The grassy lane at grid ref S.O.300 478 etc, is on the line of the track, a few displaced setts are to be found.

Eardisley The new industrial site is called "The Wharfe", the former terminus of the Hay tramroad. At grid ref S.O. 314 500 etc a public footpath follows an old embankment line and a few setts may be found.

Lyonshall The line of the track is discernable to the east of the church.

Bullocks Mill The stone setts referred to at the start of this note are at grid ref S.O. 314 570. The land however may be private.

Hereford Tramroad etc.

Pandy There is an excellent bit of embankment, with several stone sets skirting around the southern side of the new estate sign posted "Wern Gifford" Grid ref S.O. 333 212.

Wormbridge Sections of embankment and cuttings are to be found near newer railway in fields such as at grid ref S.O. 426 304, and also running along the west side of the A465 nearer to Pontrilas.

Hereford There is a good length of embankment immediately to the west of the Greyfriars bridge grid ref S.O. 506 393. I doubt whether many appreciate its historic significance.

A plan accompanies this article.

RICHARD MORLEY.

EXETER BEFORE AND AFTER

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With the holiday season looming I felt it may be of interest to convey my reflections of a recent visit to the ancient capitol of Exeter, in particular the canal which dates back to the reign of Henry 111 in the thirteenth century when the river Exe was tidal to Exeter. At that time small craft would ascend the river to the city, however Countess de Fortibus built a weir across the river, Countess Weir is still well known. The Earls of Devon followed her lead with other weirs plus a quay at Topsham (near the mouth of the Exe) where goods for Exeter were landed and dues then payed to the Earls. However in 1563 the citizens of Exeter exasperated by the 300 years of obstructions in the river engaged John Trew of Glamorgan as engineer of a barge canal to run from a point below Countess Weir to the city thence to rejoin the river where a wharf was built, plus crane. Trews canal proved too small. 3' depth 16' wide and $1\frac{1}{4}$ miles long with three locks, these were the first pound locks upon any british navigation. It was then and still is a municipal affair. Tre's canal was intended to be accessible at all states of the tide, however this did not prove to be the case, thence the canal was extended to Topsham in 1677.

There appear to be three stages of constuction as it were, for in 1701 it was enlarged to 10' deep and 50' breath thus enabling coastal craft and small deep sea ships to reach the city.

At about this time many canal schemes were discussed in the South West and it looked as if the Port of Exeter would become like Gloucester later. The focal point of cnals running to Crediton, Okehampton, Noth Devon and Cornwall. Sadly the sceme did not materialise like so many in other parts of the country.

The third and final stage took place between 1820-27, the Corporation realising the canal must be improved both for the city's interests and to attract capital to canals that might be connected withit. James Green, an Exeter engineer was invited

6.
to completely re-construct the canal making it 15' deep. The entrance was carried 2 miles further down the estuary to Turf lock where 12' of water is available at all tides enabling vessels of 400 tons to reach the city. By this time Exeter's most important business, the export of woollen goods had ceased.

However on a brighter note, the canal today is navigable, locks appear cared for and the towpath very much used. The city Fathers aware of the tourism potential around the wharf, close to where the canal re-joins the river. The Exeter Maritime Museum is situated around the wharf where there is much activity and improvements being undertaken including the construction of a new bridge. At present the Museum is housed on either side of the river hence included in your entrance fee is a free ferry ride, plus your ticket is valid for three years, a double bonus.

Therefore if you have only a short time to look around do not be put off, visit half of the museum leaving the other half for a future visit, as I had to do on my recent trip. The Museum is of national interest with exhibits from China, America and all places in between. Feather like coracles, punts, canoes and the oldest steamer still working. It is known as the please touch museum, ideally suited for a family day out. Children will enjoy working the wheel, wind the windlass, winch the capstan and craft moored in the canal basin can be boarded. A quick tour of the Cathedral was made which dates from Norman times, the inside has some fine features, one being the rib-vaulted ceiling. Well worth a visit is Mol's coffee House, where Sir Francis Drake and Sir Walter Raleigh used to meet.

Last but not least a 2 mile walk along the excellent towpath was made to the first locks known as Double Locks beside which is a popular Hotel/pub selling a vast array of ales for the Connoisseur. It certainly proved to be a most popular lunch time haven. Whilst enjoying our sandwiches the nearest we saw to something

waterborne was a canoe, though I understand there is a trip boat running from Turf Lock up the canal.

All in all a most interesting and explanatory day was spent in this ancient and beautiful city. A real must if you are in the area.

Kay Jennings - North East Region
Committee

RESTORATION NEWS

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RESTORATION NEWS

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STOP PRESS

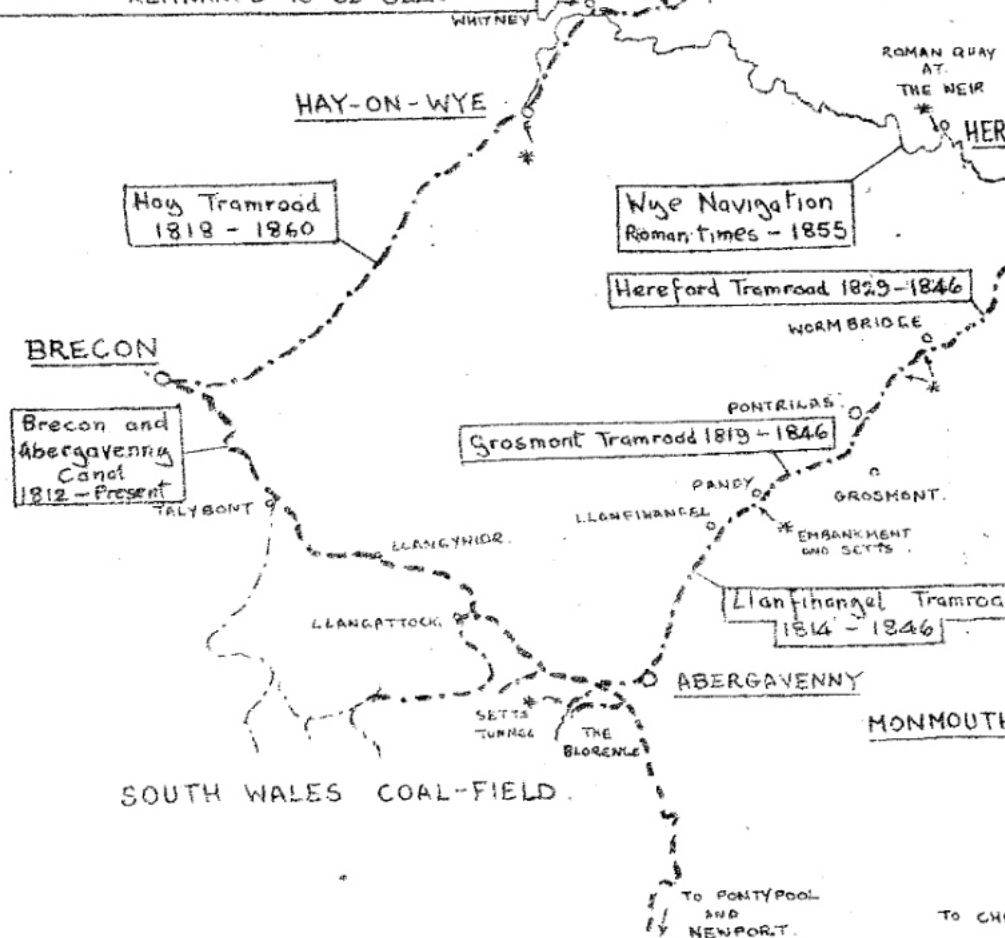
CANAL WALK OCTOBER 2nd
2.30 pm. Newent Market Sq
To be led by D.Pick

8.

FORMER TRANSPORT ROUTES TO HEREFORDSHIRE BEFORE THE RAILWAYS (PRE 1855)

(EXCLUDING ROADS)

- ~~~~~ NAVIGABLE RIVERS.
- - - - CANALS
- . - . - TRAMROADS (HORSE-DRAWN)
- * - * - REMNANTS TO BE SEEN





20 CANALS OF BRITAIN

A	M	O	N	T	G	O	M	E	R	Y	L	B	R	E	N	A	S	I	E
F	Y	S	G	W	T	Y	R	T	N	E	V	O	C	G	U	F	D	R	T
S	H	R	R	O	A	P	I	R	R	S	R	A	D	P	J	E	E	D	H
N	W	M	A	C	C	L	E	S	F	I	E	L	D	O	E	W	X	P	A
D	V	C	N	P	K	A	E	I	D	B	N	M	F	C	A	A	F	C	T
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O	O	X	U	C	N	X	D	B	L	L	A	N	H	E	A	N	E	Y	E
T	R	P	N	M	D	J	L	L	Z	A	D	S	E	L	E	R	E	I	R
I	I	F	I	A	I	D	O	D	R	O	F	T	A	R	T	S	B	R	O
E	D	H	O	R	G	G	T	A	B	X	D	C	H	T	R	M	L	C	F
R	G	B	N	D	N	E	F	E	R	E	O	S	V	E	O	X	A	V	K
C	E	A	S	A	S	H	B	Y	C	J	B	I	M	W	C	O	N	G	A
U	A	P	L	D	L	E	I	F	S	R	E	D	D	U	H	Q	I	R	E
V	C	L	H	E	R	E	D	C	A	S	N	B	A	A	D	T	R	O	P
A	G	E	D	R	O	F	X	O	H	A	N	S	G	S	A	L	Q	U	R
H	L	F	X	O	N	N	C	O	T	R	H	P	T	Y	L	A	R	D	W
P	B	I	T	R	N	X	W	N	S	T	D	Y	B	L	E	S	T	A	R
L	A	N	C	A	S	T	E	R	O	F	G	A	H	K	M	A	Y	I	T
A	N	R	I	S	A	R	R	N	J	A	E	T	S	G	C	W	R	B	H
N	E	A	M	A	T	B	R	I	D	G	E	W	A	T	E	R	E	O	E

THE CANALS TO FIND

EREWASH

ASHTON

MONTGOMERY

CALDON

LANCASTER

LLANGOLLEN

ROCHDALE

OXFORD

TRENT AND MERSEY

PEAK FOREST

MACCLESFIELD

RIPON

GRAND UNION

ASHBY

STRATFORD

BRIDGEWATER

HUDDERSFIELD

SELBY

COVENTRY

SHROPSHIRE UNION

1. 8" x 11" 2. Watercolor Mix

We depart Hereford Bus station at 10.00 am. to arrive at Gloucester at about 11.00 am and leave at 4.00 pm. arriving back at Hereford at about 5.00 pm. Arrangements can be made for people to be collected from Leominster if required.

The fares being \$5.00 for adults \$4.25 for children and senior citizens. Please note this does also include admission to the Museum.

Tickets from Hereford Camera Centre 53 St Owen St Hereford., or from members of the committee.

SPRING BANK HOLIDAY

At 1600 hours on Friday 27th May the motor yacht 'Sea Mist' skipper Bernard Jessop, left Sharpness Marina for a cruise across the Severn estuary to Chepstow and on up the river wye. The intention was to navigate as far upstream as possible with the craft, Llandogo at least being the aim.

The vessels moored in the stream above Chepstow old Bridge Friday night-Saturday morning, the plan being to proceed on to Tintern on the Saturday morning tide. By Saturday evening, 'Buccaneer' had reached a point south of Ridingstream Weir, but 'Sea Mist' was obliged to turn back below Coed-Ithel weir and returned to Chepstow. Sunday evening saw 'Buccaneer' reaching a point above Bigsweir bridge, although the passage of Bigsweir itself had proved difficult.

The voyage of 'Bucaneer', worked down from Brighouse, Yorkshire, by owner Bernard Jessop over a period of

weeks, was expected to be extended to a week or so in the Wye, possibly with a visit to the Bristol Avon, too. 'Sea Mist' expected to return to its regular berth at Sharpness at the end of the bank holiday. 'Bucaneer' in July 1986, was believed to have been the first canal long boat (or narrow boat) ever to have navigated the River Wye.

The reason for these cruises is derived from action by inland navigation support groups, such as the Inland Waterways Association, to oppose a campaign to remove the public right of navigation on the Yorkshire River Derwent.

There is a centuries old right of navigation on the lower parts of the Wye, but a number of acts have already taken place there to render unusable some of the public landing places for boats. An attempt to close Brockweir Quay, instigated through the courts, was withdrawn in 1985 in the face of opposition from Jim Simpson, a Tintern boatman, with the backing of local people.

If the cruise is successful (and it has the support and assistance of a number of professional boatmen on the Wye), there is a possibility that it will become an annual event, so as better to safeguard the navigation right, and that the turning point will be extended upstream.

Further information obtainable from;
Mrs Marilyn Slinn Glos (0452) 502621 or
Mrs Kaye Jennings Wakefield (0924) 368301

1988 COACH TOUR AND CRUISE - KENNET & AVON

WHARFINGER DELAY

Sorry to ~~say~~ that your Wharfinger is late this time but if been a matter of dispute. A time and motion problem; too much motion and not enough time.

Still never mind its here at last.

Last bank holiday weekend found many of us with our stand at the National Waterways Rally at Manchester. Despite a few minor hiccups all went very well and in all I think we made a profit of about £250, all expenses and prizes be mainly donated by members of the committee. We wish also to thank Bulmers of Hereford for their kind donation of prizes for our very sucessful bottle draw. Some high presure selling and an excellent site position, first pitch on one of the main entrances made this very sucessful and profitable. This should boost our now failing restoration funds enabling more work to be done to complete the Monkhide project.

Our thanks to Peter Woodfield for his efforts in arranging the site ~~etc.~~ also to Ian Reid for the kind use of his caravan, returned rather muddy I am afraid the site being a bit mucky.

We could have done with a few more volunteers to enable some of us to have a look around wich was rather difficult.

There may be a few gaps in the wharfinger this time. I have made several requests for various articles that at this very moment in time have not arrived. I am sorry but have not got time at the present to write them. Still many others are here and any omissions should be corrected next time.

Christmas around the corner. I know that we have hardly dispenced with the holidays before some one is selling us christmas crackers etc. But just a note to keep in your mind. How about a years membership for a present; and help our membership. We also have some very nice cards available. It will be very near christmas when your next Wharfinger arrives so I mention it now.

Editor

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GLOUCESTERSHIRE BRANCH
INLAND WATERWAYS ASSOCIATION.

PROGRAMME OF EVENTS.

SEPTEMBER.

Tuesday 20th September Tewkesbury Marina
Yacht Club 7.30 pm.

The Wilts and Berks Canal. An Illustrated
History, by Jack Dalby.

OCTOBER

Wednesday 19th October 7.30pm. National
Waterways Museum Present. WATERWAYS ON FILM,
with John Huntley.

At the New Olympus Theatre 162-166 Barton St
Gloucester. Tuesday 25th October 7.30 pm. We
are joining with the friends of the Museum, for
a talk by Tony Condor, entitled Creating the
Museum. At the Schools room, National Waterways
Museum Llanthony Warehouse, Gloucester Docks
Gloucester.

NOVEMBER.

Tuesday 15th November 7.30 pm. Tewkesbury
Marina Yacht Club Bredon Road.

The Clyde Puffers, an illustrated talk by
Hamish Dawson.

THE MINES OF NEWENT AND ROSS

Although the Forest of Dean is well known for its mining heritage, the mines which worked over a period of centuries around its northern borders have been quite forgotten. The tiny Newent Coalfield was once considered of great potential, bringing a canal to the town. Iron-ore was raised for the Newent Ironworks in the reign of Charles II, and there were trials for silver and gold, one of which, near Ross, may be attributable to the Romans.

A history of this neglected local industry, which did not cease until within living memory, is told here for the first time. It encompasses the results of many years research, with details of present-day remains, and is fully illustrated with photographs, maps and plans.

The author is a chartered engineering consultant, and has written a number of books on local history and industrial archaeology, including *The Hereford & Gloucester Canal*, *The Old Industries of Dean*, and *The Gloucester & Cheltenham Tramroad*. He is a Fellow of the Society of Antiquaries, and past-chairman of the Gloucestershire Society for Industrial Archaeology.

DAVID BICK

Obtainable from booksellers, or direct from the publishers.
THE POUND HOUSE, NEWENT, GLOS. GL18 1PS
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SALES

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by DAVID BICK

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to London in 1875" by Howard Williams . . £4.50
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