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FORMED



IN 1983

THE

WHARFINGER



Journal of the Herefordshire and
Gloucestershire Canal Society

EDITION NO. 22

SPRING 1989

2 HEREFORDSHIRE & GLOUCESTERSHIRE CANAL SOCIETY

FORMED IN 1983

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THE STORY SO FAR:

Our winter has so far been very mild and dry. We have done some work not only on the Western side of the Worcester road at crews pitch but work has taken place at the Hereford Roman road site. This includes a recent WRG group.

We have received donations for the Roman Road section from Sid Wright's, Peak Engineering, Morbain, Hereford City council and South Hereford district Council.

More scrub clearance work to be done here shortly. Help required. This section to be dredged at a later date.

Although most of our work has so far taken place at Monkhide we have not ignored other parts of the Canal. Unfortunately our few willing volunteers cannot stretch to do many sections at once and even dividing our workforce between our two present sites stretches our resources somewhat at times, more helpers are required. Although we are getting more and more help now from the various waterway recovery groups for which we are extremely grateful. Without their help our progress would be very slow.

A lot of our efforts at the moment are being put towards our Canal promotions day, see elsewhere in this issue. We have formed a small sub committee to plan this event but we could do with more volunteers to form a few sub committees to ease the load of our general committee/work party volunteers etc.

We would welcome a ladies group. We have no female members on our committee but would like their participation, perhaps even a sub committee of ladies who could organise our events, catering, sales stands and promotional work. Please come along to our annual general Meeting and make yourself known. Nomination form enclosed if you are willing to join the general committee.

Mike Potts

EVENTS EVENTS EVENTS

COACH TOUR AND CANAL CRUISE.....

SUNDAY 25th JUNE

While hoping to arrange a cruise along the Llangollen canal over Telford's great aqueduct I have been unsuccessful in finding a hire boat at reasonable cost

Our outing this year will include an afternoon cruise starting at 3.00 pm, after a mornings exploration. Or hire boat with carries 48 passengers will take us along the lovely Shropshire Union Canal from Norbury Junction. There are afternoon teas available but early booking is required.

Tickets will be available shortly from Mike Potts (address inside front cover) or from Hereford Camera Centre 53 St Owen St Hereford.

The Cost for coach tour and Cruise will be: £5.50 adults, £5.00 under 14s and senior citizens.

Shropie afternoon tea. £1.75. Garnished sandwiches, fancy cake, tea or coffee.

Shroppie cream tea. £1.35. Freshly baked scone with butter, jam and cream, tea or coffee.

BOOK EARLY. Hopefully better weather this year.

HEREFORD SHIRE HALL ST PETERS SQUARE
HEREFORD

SATURDAY 22ND APRIL 1989 12.00 NOON TO 7.00PM.

HEREFORD CAMERA CENTRE PHOTO SHOW.

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5

EVENTS CONT..

THEN HAVE YOUR FILM PROCESSED ON THE SPOT IN ONE HOUR. READY FOR YOU TO TAKE HOME.

TO CELEBRATE 150 YEARS OF PHOTOGRAPHY, THERE WILL BE MANY DISPLAYS OF PICTURES, AND ITEMS FROM THE LOCAL CAMERA CLUBS. INCLUDED WILL BE OLD PICTURES OF THE COUNTY, SOME AVAILABLE FOR SALE.

SEE YOU THERE.....

CANAL OR RAILWAY ---- CANAL AND RAILWAY

No doubt many of have read of the proposal to restore The Dafodil line. Ledbury to Gloucester tramway. This line was formerly the Ledbury to Gloucester railway which was built upon much of the canal.

We have discussed the proposals amongst ourselves but not with the Leaden valley Electric Railway Association. There is to be a meeting at Ledbury on February 17th. We intend going along and after the public meeting having a discussion with the group. We feel that there would be room for both to work alongside one another and perhaps between the two of us we might stand a better chance,

The proposals are for a narrow gauge line and as yet we have not studied the matter we are sure that much of the former line would take both along side.

We have just received a letter from the Association, to make contact with us and there views are obviously similar to our own.

This could certainly be quite a tourist attraction if successful. Rail and canal alongside through some very attractive country and villages.

Mike Potts

I am sorry to report that Bernard Warburton who normally prints our Wharfinger has been ill. We all wish him a speedy recovery.

IT WASN'T RAINING BUT HE STILL GOT WET...

What have "Old Rosie", "The Bounds", a family business established in 1880, Much Marcle, Sainsburys, the 7th December 1988 and the remark "...it was a good job it was not raining - but I still got wet ..." have to do with the Canal Society?

Well, on the evening of the 7th December 1988 over 20 Canal Society Members and friends experienced the "Grand Tour & Tasting" of Herefordshire cider and perry at Much Marcle - the home of Westons Cider - still an independent family cider maker (established in 1880).

We gathered in the courtyard of "The Bounds" - the Westons family home around which the whole cider making complex has developed over the many years. It was a mild December night. It was a good job that it was not raining as a substantial part of the "Tour" involved significant treks between the various component parts of the cider making process.

There was a slight delay whilst we waited for a few Members who were a couple of minutes late (Westons are difficult to find in daylight - try it in the pitch dark, even with an excellent location map) - and whilst we rounded up a well known Member and his guests who thought that we started with the tasting!

Our knowledgeable guide (who, until retirement a few years ago, had been Westons quality controller/chemist) led us off at a brisk pace into the dark on what seemed like a mini cross-country ramble. Eventually we arrived at the start of the process, the apple delivery point - a huge pit where tons of cider apples were fed by gravity into a small water channel where a remote controlled auger (not there since 1880!) regulated the flow of apples into a deep underground pipeline.

Off we trekked again, back into the pitch dark, to arrive at what appeared to be a very large, neatly painted, green corrugated iron shed. Immediately prior to this the apple pipeline re-emerged to pour its contents into an open channel which then turned sharply into the building. Having seen no-one, except our guide (and our fellow "Grand Tourers") it came as quite a shock to find a hive of activity within. First the apples were washed and visually checked, then they passed into a pulping machine. From there they went one of two ways; the vast majority to an efficient modern "belt press" which extracted the juice in a fashion not dissimilar to an old fashioned mangle. A smaller proportion of the apples passed to a number of the traditional (but hydraulically operated) cider presses.

IT WASN'T RAINING BUT HE STILL GOT WET

continued

Here a number of staff deftly created "cheeses", operated the presses to extract the juice, then knocked down the remaining pulp onto a conveyor for eventual discharge into a waiting trailer at a lower level.

Machinery was everywhere, of all shapes, sizes and ages. conveyors and pipes passing around, below and above - and that is how one of our Members (at least) got wet on this dry night - splashed with dripping pulp from the conveyor overhead!

The buildings were now much closer together, and we passed into one of the original vat houses where we all squeezed between the towering oak fermentation vessels each of which was named - some in lasting tribute to Henry Westons daughters. Tucked away outside were more modern glass-fibre vessels which reflected both the growth in demand as well as the reluctant march of progress even in such traditional rural industries.

Into another splendid vat house - again full of ancient storage vessels - with a couple of far more recent oak additions, the multi-thousands of pounds purchase price really does explain why glass fibre is increasingly used. Here the blending took place (pipes everywhere) and then the cider passed through a centrifuge ("to remove the nuts and bolts...") before being piped into the adjacent bottling hall.

Prior to bottling the cider (and perry) finally passed through pressure filters - another sign of modern day standards affecting the traditions of years gone by - equally explained by the current "production run" that day - boxes everywhere labelled *Sainsburys*.

It took nearly an hour to complete the "Grand Tour" of the cider making process. Now it was time to actually sample the product! All tastes surely were catered for - the "Original Extra Dry" - "matured in oak vats"; the Sweet; the Low Alcohol Cider (bet that wasn't around in 1880!); the Perry and of course, "Old Rosie" - very strong traditional scrumpy (named after the Westons 1921 Aveling Porter steam traction engine).

[The Canal Society would like to thank Westons of Much Marcle for providing our expert guide and, especially, for the tasting facilities. Thanks also to Joan Penny for administering the arrangements, to our Members and their Guests who made this a "sell Out" evening and to Cliff Penny who organised the publicity, tickets, map, and wrote this account of the "Grand Tour" (and was the one who got wet)].

Canals & Rivers of Britain WORDSEARCH

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 ROACH
 SEVERN
 SOAR NAVIGATION
 SOMERSET COAL
 THAMES
 THURNE
 TONE
 TRENT
 WAVENEY
 WEY AND ARUM
 WITHAM
 WORCESTER AND BIRMINGHAM
 YARE
 YEO

Solution in next issue of Wharfinger.

Water Safety and First Aid - an A.B.C.

Some people go through life worrying that accidents are about to happen. A futile activity - but we can nevertheless follow a few simple rules to minimise the chances of an accident occurring, and we can be prepared to deal with one if it does occur.

The major risk on waterways is from falling in and drowning (and even the most tranquil canal can turn to boiling turbulence where it fills a deep lock). But there are lots of less obvious hazards: fire and burns from stoves; injuries from lock equipment, especially windlasses; and all the sprains and bumps and grazes and minor accidents that can occur anywhere.

Basic water safety should be learnt at the same time as boat handling. Is your boat mechanically sound? Not overloaded? Are life-jackets carried? A lifebuoy? Fire extinguishers? Inflammable material safely stowed? Remember safety at locks - always think first and don't rush things. Negotiating currents or tidal waters will call for special skills. Use your common sense at all times. If the canal is frozen, don't walk on the ice. Keep children properly supervised. Can you swim? If not, then learn!

Canal restoration work brings with it its own array of hazards. Volunteers may be operating machinery that is way outside their everyday experience. They are probably unaware of Health and Safety guidelines, and may be tempted to take risks as the only way of getting the job done. Tractors, mechanical diggers, chainsaws, electric powerlines - all have on occasion proved fatal even to people who are working with them every day.

The only way of avoiding accidents in restoration work is by constant vigilance. Don't agree to take on a job unless you feel confident to do it. Don't assume a person knows how to safely use a particular piece of equipment. Do think about what you are doing at all times - what would be the consequences if this piece of equipment slipped or that cable snapped? Most accidents can be prevented with foresight!

Imagine the scene. You are cruising peacefully through leafy glades when your reverie is disturbed by some small lads shouting from the bank. They are pointing at an object floating among the thick reeds and, to your horror, you realize it is one of their number, face down under the water and motionless.

First you must get him out as quickly as possible - and that is where being able to swim is a big plus. You lay him on the towpath. You send one of his mates to get help. What now?

Basic Life Support is something that everyone should be able to do. The ABC is

A i r w a y

B r e a t h i n g.

and C i r c u l a t i o n

Airway. The airway, consisting of the passage from the mouth and nose to the lungs, must be free of any obstruction. Sweep a finger around inside the mouth to relieve any obstruction, such as a lump of water-weed. If you can feel an obstruction at the back of the tongue but cannot reach it to remove it, a firm blow on the back may dislodge it. Clear as much water as possible from the airway, if necessary turning him on his side for a few moments to drain it out.

Breathing. Having got a clear airway, lie the victim on his back on a firm surface. Lift his chin forwards and upwards using the thumb and forefinger of one hand while pressing his forehead backwards with the other hand. This will extend the head on the neck and lift the tongue off the back of the throat, ensuring the airway is open.

If at this stage he is breathing, you too will see a sign of relief. But make quite sure - look for chest movements, listen with your ear close to his mouth, and feel with the side of your cheek for the air he is breathing out. If you are satisfied he is breathing and assuming he is still unconscious, lie him in the Recovery Position:-



If on the other hand he is not breathing you will have to start artificial respiration ("Kiss of Life"). Keep holding his jaw up and take a deep breath, seal your lips around his, and breathe out steadily until you see his chest rise. If the victim is a small child your lips can cover his nose as well as his mouth, but in a larger child or an adult you should pinch his nose with your other hand. When you have given one breath, lift your head away to take another breath, and then breathe out into his lungs as before.



Inflating the lungs through the mouth,
showing surface marking of the carotid artery.

After these two initial breaths, pause for a moment to feel for the carotid artery pulse in the neck above and behind the larynx or Adam's Apple (try feeling your own now to learn where it is).

12
If a pulse is present, continue to breathe into his lungs as before, aiming for a rate of about 12 - 16 breaths per minute, and continue until either skilled help arrives or the victim starts breathing for himself. When he does start breathing, lie him in the Recovery Position.

If a pulse is not present, you will need to combine artificial respiration with heart massage to keep the circulation going.

Circulation. Make sure he is lying on a hard surface. Feel for the lump of gristle at the lower end of the breast-bone, and measure two of your finger-breadths up from this by lying the fingers side by side. Place the "heel" (fleshy part between the palm and the wrist) of one hand on the breast-bone above these two fingers, and put the other hand over it. Keeping your elbows straight, press firmly downwards so that you press the breast-bone down about 4 - 5 cm. in an adult, rather less in a child, at a rate of about one compression a second.



External Cardiac Compression

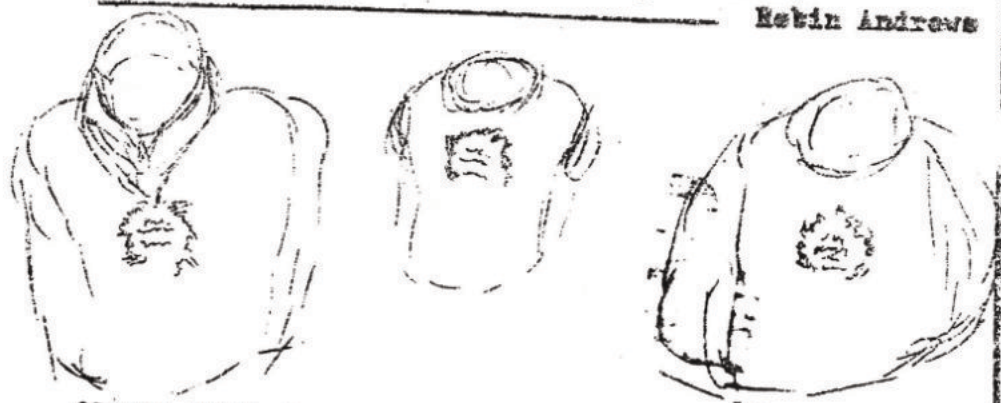
After 15 compressions, move your hands to the victim's chin and face to perform another 2 ventilations as before, and continue 2 ventilations : 15 compressions until the victim recovers or help arrives. If there are two of you, one can perform the ventilations and the other the compressions, not at the same time but working in turns as described above.

Drowning victims can recover fully after very long periods of unconsciousness, especially if the victim is a child and the water is cold, and resuscitation attempts should be continued for an hour as the absolute minimum. Unless you are very unfortunate, help will have arrived long before then.

If all this sounds frightening, don't be put off. Someone's life might depend on your prompt action, and if you know the basics of resuscitation that person stands a much better chance of recovery. Reading about it in articles such as this can give you some idea, but better still is to enrol on one of the excellent courses run by the St. John Ambulance Association.

To quote the Boy Scouts' motto: Be Prepared. After all, accidents happen when you least expect them.

Robin Andrews



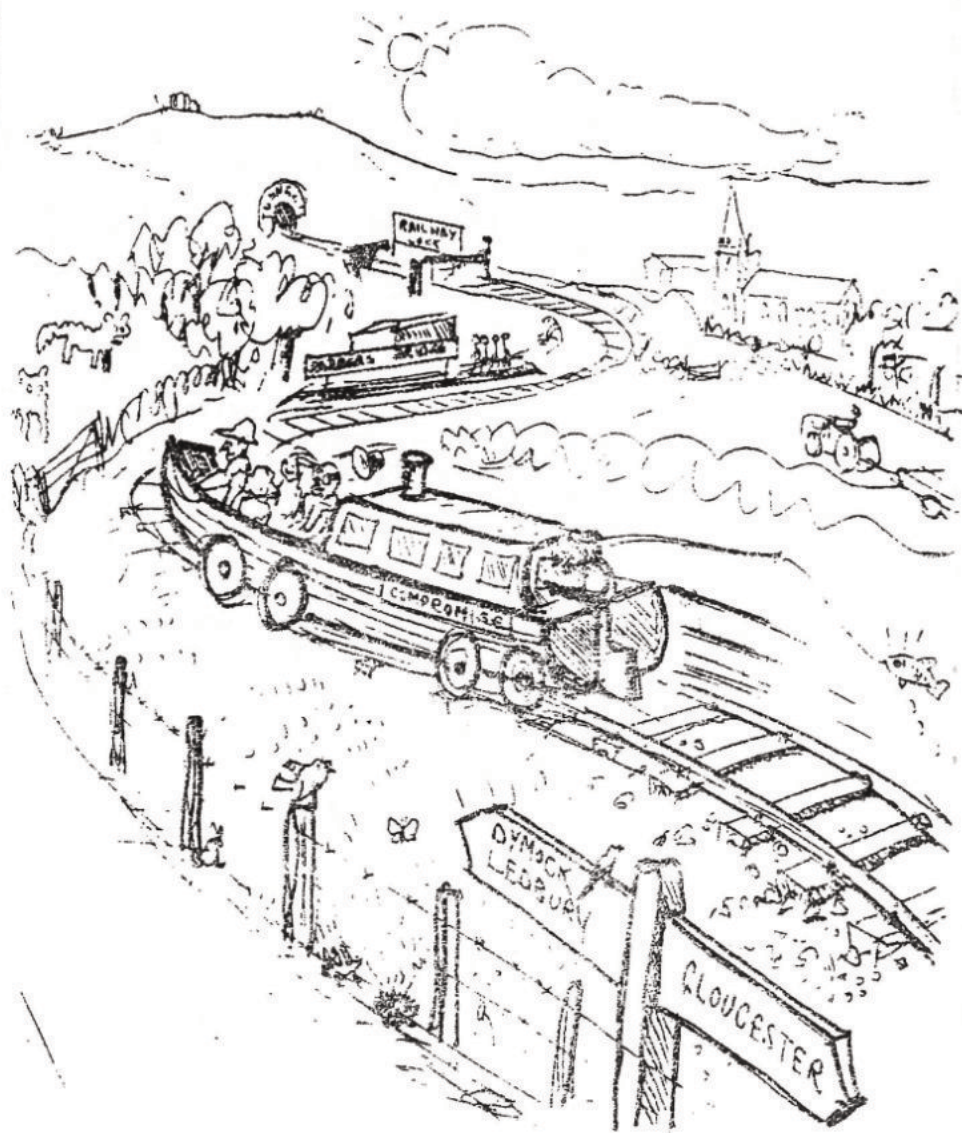
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YES PLEASE SEND IN ANY GREEN SHIELD STAMPS, COUPONS, PETROL VOUCHERS ETC THAT YOU DO NOT WANT. WE CAN MAKE GOOD USE OF THEM. I HAVE ALREADY RECEIVED A GOOD SELECTION, THESE WILL GO TOWARDS OBTAINING TOOLS AND DRAW PRIZES. THANK YOU FOR YOUR SUPPORT.

MIKE POTTS

PLEASE SEND THEM TO:
M.R.POTTS 3 CRANSTONE UPPER BREINTON



POLUTION... PROTECT OUR ENVIRONMENT...

I must admit that my knowledge of inviromental polutants is very limited. I recently joined the RTFOE Richmond and Twickenham Friends of the Earth.

Why Richmond and Twickenham when I live in Hereford? Well a very good friend of mine is very involved with the Friends Of The Earth so I joined his local group. Although not an active member I do support their aims. I have made a few minor changes in the way I live to help the Environment. Minor changes that are no trouble and can easily be done by anyone. I checked and found some time ago that my car would run on unleaded petrol so I looked around to see how many local petrol stations sold it. At that time it meant that I had to go out of my way to Ross road to buy my petrol. I had a word with my local garage and they were soon to^a install lead free pump.

And I think mainly because more and more people were taking the trouble to ask many more garages also installed lead free pumps.

If you want to check if your car will run on lead free petrol pick up a leaflet at a garage where you see a lead free pump.

I also now use Bio degradable washing up liquid etc. Take my glass to the bottle bank. I would like to see a local can bank and also a local paper bank. Many towns have them now.

There are many people wich are not keen to have boats on many of the waterways because of damage to the plant and wildlife done by boats. On a recent canal holiday I was somewhat supvised when the first thing you do in the morning is to pump the bilge water, oil and all straight into the canal.

When I mentioned this to a number of people involved in waterway environmental protection I found very little interest. Their main concern being the silt stirred up by the propeller, stopping light getting to the plant life on the bed. This being the food for many fish and other creatures. I do see their point but I would like to see something done about this oil pollution. I know nothing about boatshut 4 dis...

CANAL PROMOTIONS DAY

During the last few months we have been very active putting together an event to promote the restoration of the canal.

On the 11th of May we intend to take an invited group to a few sites along the canal, to view the work done so far, the work proposed, and other interesting sites along the canal. This will be followed by lunch and an afternoon at the National Waterways Museum Gloucester. The Museum have kindly let us use their school room to give some film / slide presentations and talks on canal restoration. Various speakers have been invited, including Ken Goodwin, Chairman of The Inland Waterways Association.

The guests being invited are representatives from various local councils, tourist boards, highways departments, department of transport staff and other company representatives who have helped us with our restoration work.

The object of the day is to show what work has been done and what could be done, what benefits there are to restoration and how they can help us, often in ways other than finance.

Our guest speakers will show the restoration work taking place all over the country and the benefits already made. How various problems have been overcome and how various bodies have helped them.

There will be a follow up meeting in September to see what has happened since and to keep in touch with future plans.

Mike Potts



PLEASE NOTE.

WEDNESDAY

ANNUAL GENERAL MEETING.. 26th APRIL 8.00pm

CATHEDRAL SCHOOL CASTLE STREET HEREFORD.

Our Canal Society dinner took place on Saturday the 21st of January. It was held again at Contry Fayre in Widemarsh st Hereford. We had a very reasonably priced meal. Well cooked and far more than one could eat.

Seventeen of us thoroughly enjoyed our meal, several of us being vegetarians were well catered for.

After our meal we had a quiz, this appears below. This quiz, mainly based on our canal was won by one of our newest members.

Mike Potts

WATERWAYS QUIZ.

ALTHOUGH BASED MAINLY ON OUR CANAL MANY ANSWERS RELATE TO CANALS AND WATERWAYS IN GENERAL. A MEMBERSHIP FORM AND DAVID BICKS BOOK WILL HELP. YOU FIND SOME OF THE ANSWERS.

- | | |
|----------------------------------|--------------------------------------|
| 1) HIDDEN PRIEST (8 LETTERS) | |
| 2) CHINA DISH (5) | 10) EXTRA CORN (9) |
| 3) FINISH (4) | 11) NOT A HIGH STEP (7) |
| 4) DOG WITH SORE THROAT? (5) | 12) SOFT METAL FRUIT (7) |
| 5) WATER MONEY (5) | 13) SHAM GEM (6) |
| 6) TRAINEE CATTLE (6) | 14) KEY TO THE GROVE (5-4) |
| 7) 20 CWT INSIDE (10) | 15) SLANG, THE OLD ONE (6) |
| 8) WATER SHOWS THE WAY (6) | 16) WATER ----- HERE TO
HERE. (5) |
| 9) CATTLE IN THE PASSAGE (8) | 17) A CLAY POOL (6) |
| | 18) WORKING BOAT (5) |
| 19) LIQUID OVER THE BORDER (5-5) | |
| 20) CANAL CAVERN? (6) | |

ANSWERS IN THE NEXT EDITION.

WORK PARTY REPORT FEBRUARY 1989

A reasonable attendance on Sunday the 5th of February, with more clearance work done on Mrs Orad's section. We had a flying visit from Spencer, Neil, Mark and John Palmer of the Waterway recovery group. A site visit to view the work site for the Easter work camp.

Our next work party will host K.E.S.C.R.G. with a possibility of 30 volunteers there. Come on do not let them show us up as there are helping us we should outnumber them. Please make an effort. NO DIGGING. Clearance work and fire making mainly.

Our normal work parties are as listed, but we do have visiting W R G groups for the occasional weekends. These I hope will increase in popularity as time progresses. Dates may not always appear in the wharfinger. Some dates appearing may also be probable dates. Please do come along. Please if you have some time spare and would like to help do not hesitate but ring the work party organiser; Peter Woodfield on Hereford 275244 to confirm all dates and work venues.

WORK PARTIES FOR THE NEXT THREE MONTHS.

SUNDAY MARCH 5th (could be a weekend camp)

There may be some work done also over the Easter weekend of March the 24/25/26/27th please ring for confirmation.

SUNDAY APRIL 2nd

FRIDAY, SATURDAY, SUNDAY the 14/15/16th of APRIL, Visiting WRG group; B.I.T.M.S.

SUNDAY MAY 7th

SUNDAY JUNE 4th

SUNDAY JULY 2nd

Other Work Parties....

Saturday 8th to Saturday 22nd July WRG camp, two weeks duration. Free time? come and help.

Peter Woodfield.

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SALES

BOOKS:

"The Hereford and Gloucester Canal"

by DAVID BICK

The hard backed book of our Canal £5.50

"The Diary of a Rowing Tour from Oxford

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

(including navigation of the H. & G.

and the River Wye)

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